

A photograph of a white and green Alaskan State Trooper truck parked on a paved road. The truck is a heavy-duty model with a large exhaust stack and a red emergency light on top. The background shows a line of trees under a blue sky with some clouds.

ALASKA HIGHWAY SAFETY OFFICE

ALASKA

HIGHWAY SAFETY PERFORMANCE PLAN

**FEDERAL FISCAL YEAR 2009**

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

**FFY 2009**



**ALASKA HIGHWAY SAFETY OFFICE  
PERFORMANCE PLAN**

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## Contents

MISSION STATEMENT.....	5
EXECUTIVE SUMMARY.....	5
PERFORMANCE PLAN .....	6
IDENTIFY PROBLEMS.....	6
HSPP DEVELOPMENT PROCESS CALENDAR.....	9
IDENTIFY PRIORITIES .....	10
PERFORMANCE GOALS .....	29
THE GOAL SETTING PROCESS .....	31
SELECT PERFORMANCE MEASURES .....	31
PRIORITIZE PROGRAMS AND STRATEGIES .....	32
<b>FUNDING PRIORITIES .....</b>	<b>33</b>
<b>HIGHWAY SAFETY PLAN.....</b>	<b>42</b>
<b>ALCOHOL PROGRAM AREA .....</b>	<b>42</b>
<i>Goal: Reduce the Mileage Death Rate (MDR).</i> .....	42
<i>Reduce the number of serious injury and fatal crashes.</i> .....	42
ALCOHOL: BUDGET SUMMARY .....	47
<b>OCCUPANT PROTECTION PROGRAM AREA.....</b>	<b>48</b>
<i>Goal:</i> .....	48
OCCUPANT PROTECTION: BUDGET SUMMARY .....	52
<b>PEDESTRIAN/BICYCLE SAFETY PROGRAM AREA .....</b>	<b>53</b>
<i>Goal:</i> .....	53
PEDESTRIAN/BICYCLE SAFETY PROGRAM AREA: BUDGET SUMMARY .....	53
<b>POLICE TRAFFIC SERVICES PROGRAM AREA .....</b>	<b>53</b>
<i>Goal:</i> .....	53
POLICE TRAFFIC SERVICES PROGRAM AREA: BUDGET SUMMARY.....	57
<b>SAFE COMMUNITIES PROGRAM AREA.....</b>	<b>58</b>
<i>Goal:</i> .....	58
SAFE COMMUNITIES PROGRAM AREA: BUDGET SUMMARY .....	59
<b>TRAFFIC RECORDS PROGRAM AREA.....</b>	<b>59</b>
<i>Goal:</i> .....	59
TRAFFIC RECORDS PROGRAM AREA: BUDGET SUMMARY .....	62
<b>EMERGENCY MEDICAL SERVICES PROGRAM AREA.....</b>	<b>63</b>
<i>Goal:</i> .....	63
EMERGENCY MEDICAL SERVICES PROGRAM AREA: BUDGET SUMMARY .....	64
<b>MOTORCYCLE SAFETY PROGRAM AREA.....</b>	<b>64</b>
<i>Goal:</i> .....	64
MOTORCYCLE SAFETY PROGRAM AREA: BUDGET SUMMARY .....	65
<b>TRAFFIC ENGINEERING SERVICES PROGRAM AREA.....</b>	<b>65</b>
<i>Goal:</i> .....	65
TRAFFIC ENGINEERING SERVICES PROGRAM AREA: BUDGET SUMMARY .....	66
<b>CERTIFICATIONS AND ASSURANCES .....</b>	<b>67</b>

STATE CERTIFICATIONS AND ASSURANCES.....	67
CERTIFICATIONS AND ASSURANCES.....	67
THE DRUG-FREE WORKPLACE ACT OF 1988(49 CFR PART 29 SUB-PART F): .....	68
<i>Buy America Act</i> .....	69
<i>Political Activity (Hatch Act)</i> .....	69
<i>Certification Regarding Federal Lobbying</i> .....	69
<i>Restriction on State Lobbying</i> .....	70
<i>Certification Regarding Debarment and Suspension</i> .....	70
<i>Instructions for Primary Certification</i> .....	70
<i>Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions</i> .....	71
<i>Instructions for Lower Tier Certification</i> .....	72
<i>Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:</i> .....	73
<i>Environmental Impact</i> .....	73
<b>FEDERALLY FUNDED PROGRAMS</b> .....	<b>74</b>
<b>NHTSA / FHWA PROGRAM AREA CODES</b> .....	<b>74</b>
<b>HIGHWAY SAFETY PLAN COST SUMMARY</b> .....	<b>78</b>

## Mission Statement

It is the primary mission of the Alaska Highway Safety Office to enhance the health and well being of the people of Alaska through a program to save lives and prevent injuries on Alaska's highways.

## Executive Summary

The Alaska Highway Safety Office coordinates highway safety programming focused on public outreach and education, enforcement, promotion of new safety technology, integration of public health strategies, collaboration with safety and private sector organizations and cooperation with state and local governments. AHSO administers federal funding to appropriate projects through a grant awarding process.

The AHSO staff works with our partners in communities to develop strong projects with the message of Highway Safety for all Alaskans. We are also responsible for providing technical assistance to grantees and ensuring compliance with federal program regulations and guidelines.

The U. S. Congress authorizes traffic safety funds to be appropriated to the U.S. DOT, NHTSA. NHTSA apportions and distributes these funds to the States. The States obligate these funds through the annual State Highway Safety Plan (HSP) which is subject to NHTSA review. The Alaska traffic safety program is primarily governed by Federal regulations issued by NHTSA.

The Alaska traffic safety program operates under the provisions of the Federal Highway Safety Act of 1966, 23 USC 402, et seq., specifically 402(b)(1). This authorization requires the State's Highway Safety Performance Plan (HSPP) to have certain features before it is approved. These features are contained in a number of Federal regulations and guidelines

The Federal Highway Safety Act of 1966 makes the Governor of Alaska responsible for preparing and administering a statewide traffic safety program designed to reduce traffic crashes and the resulting injuries, fatalities and property damage. The Governor has named the Administrator of the AHSO to act as her representative for the State's traffic safety program. The AHSO is located within the Program Development Division of the Department of Transportation and Public Facilities.

The laws and regulations of the State of Alaska and Department policy also govern the AHSO traffic safety program. On the State level, the Department of Transportation and Public Facilities authorizes the program. Section 44.42.020 authorizes the Department to enter into grants and contracts to carry out a duty or activity that is part of the statewide traffic safety program. The AHSO program is administered under the rules specified in Title 44, Alaska Administrative Code, §§AS 28.40.75.

## Performance Plan

### Identify Problems

The purpose of the HSPP problem identification and assessment process is to:

- UNDERSTAND THE SCOPE OF THE STATE'S TRAFFIC CRASH PROBLEM AND CAUSATION FACTORS
- DEVELOP EFFECTIVE COUNTERMEASURES TO REDUCE OR ELIMINATE THE PROBLEMS
- DESIGN EVALUATION MECHANISMS TO MEASURE CHANGES IN PROBLEM SEVERITY
- MANAGE INFLUENCING FACTORS BY USING STATISTICAL CRASH DATA TO HIGHLIGHT A PARTICULAR PROBLEM IN ORDER TO OBTAIN THE NECESSARY SUPPORT FOR INSTITUTING AN EFFECTIVE COUNTERMEASURE

The Performance Plan section of the annual HSPP is required to include a brief description of the processes used each year by the AHSO to identify its highway safety problems. In describing these processes, the State shall identify the participants in the processes (e.g., highway safety committees, community and constituent groups) and list the information and data sources consulted.

The problem identification process used by the AHSO includes analysis of traffic safety data from established statewide sources. The process is completed by the Research Analyst by the end of the calendar year annually and provided to the AHSO staff for review. The statistics analyzed are historical data collected over time through a uniform process. These statistics include the:

- **State of Alaska Highway Analysis System (HAS) accident database - crash, vehicle, and person data**
- **HAS traffic database - data on average daily traffic counts and vehicle miles traveled**
- **Fatality Analysis Reporting System (FARS)**
- **Alaska Vehicle Information Network - the State's driver license, vehicle registration, and citation/conviction files**
- **Alaska Trauma Registry**
- **Census and demographic data from the Alaska Department of Labor**

The result of the AHSO problem identification process is the establishment of the major traffic safety program areas in which to focus the State's efforts.

Data elements fall into three general categories: people, vehicles, and roadway. These categories may be broken down into subgroups and assigned relevant characteristics, as shown in the following table.

## CATEGORIES OF TRAFFIC SAFETY DATA

Data Category	Subgroups	Notes:
People	Drivers, occupants, pedestrians	Age, gender, blood alcohol level, driver's education experience and training
Vehicles	Passenger cars, trucks, buses, motorcycles, bicycles, etc.	Sedans, convertibles, airbags, anti-lock brakes
Roadway	Interstate, primary, secondary	Political subdivisions, lighting conditions, surface conditions

Data subgroups should be reviewed to determine over-representation. Such over-represented subgroups indicate traffic safety problems. A good example is the high percentage of crashes among teenage drivers compared to the lower percentage of crashes among all drivers. Further analysis should focus on identifying subgroup characteristics (for example, increased severity) or any other specific factors suggested by the data when asking the traditional "who, what, where, why and how" questions.

Over-represented factors can be determined by comparing the rate of crashes for a subgroup or characteristic within the jurisdiction to the same rate in a comparable or larger jurisdiction. The rate may be expressed either as a percentage or a ratio.

**Percentage Example:** If the percentage of adult vehicle occupants that do *not* use safety belts within a jurisdiction is greater than the statewide percentage, then that characteristic is over-represented.

**Ratio Example:** Dividing nighttime (10 p.m. to 6 a.m.) crashes by the total number of crashes for the jurisdiction within a given time frame produces a ratio. If that ratio is higher than the statewide ratio, a DWI problem may be indicated since typically most nighttime crashes are DWI related.

Asking the following questions help with data analysis and ultimately problem identification.

### Questions to Help with Data Analysis and Program Identification

Question	Examples
Are high crash incidence locations identified?	Specific road sections, highways, streets, and intersections
What appears to be the major crash causation?	Alcohol, other drugs, speed, other traffic violations, weather, road condition
What characteristics are over-represented or occur more frequently than would be expected in the crash picture?	Number of crashes involving 16- to 19-year-olds versus other age groups or number of alcohol crashes occurring on a particular roadway segment as compared with other segments
Are there factors that increase crash severity which are or should be addressed?	Non-use of occupant protection devices (safety belts, motorcycle helmets, etc.)

The following table shows an array of information that may be applied in the analysis of a crash problem.

#### Information That May Be Applied to Problem Analysis

Causal Factors:	Crash Characteristics:	Factors Affecting Severity:
violation	time of day	occupant protection non-use
loss of control	day of week	position in vehicle
weather	age of driver	roadway elements (marking, guardrail, shoulders, surface, etc.)
alcohol involvement	gender of driver	
roadway design		

AHSO staff are alert to the following factors that may impede effective problem identification and make appropriate adjustments when they appear:

- Data access restrictions
- Inability to link automated files
- Lack of location-specific data
- Poor data quality
- Reporting threshold fluctuations (variations among jurisdictions in the minimum damage or crash severity they routinely report)
- Insufficient data (property damage only,
- Non-reportable crashes, near misses, bicycle crashes, etc.

#### Anchorage Fire Department CPS Training



## HSPP Development Process Calendar

The following table illustrates the twelve-month planning calendar for the AHSO HSPP development process.

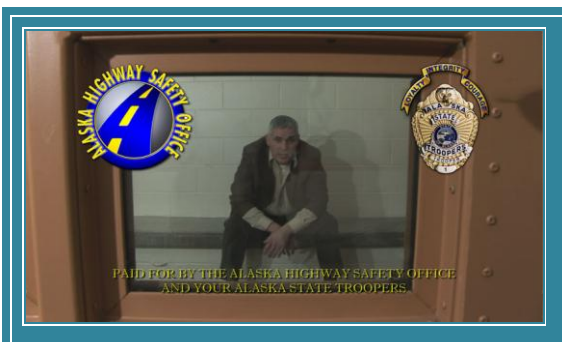
Month	Activity
January	<p>Debrief the previous year's program results with staff and review the NHTSA Regional Office Priority Letter to help set State goals</p> <p>Conduct problem identification process including review of State traffic crash data and other related data sources</p>
February	Host an annual internal planning session to guide funding distribution and overall direction of the traffic safety program
March	<p>Convene program area sessions to assist with creating specific goals, strategies and performance measures within each program area</p> <p>Request input from partner agencies and stakeholders on program area direction and potential strategies</p>
April - May	Post sub grantee RFP on AHSO web site Determine revenue estimates and draft an initial HSPP budget
June – July	<p>Draft the HSPP Performance Plan and Highway Safety Plan for internal review</p> <p>Review draft HSPP with Department officials and other appropriate local, State and Federal officials</p> <p>Develop AHSO in-house grants</p> <p>Invite AHSO Grant Advisory Review Team to review selected project proposals</p>
August	<p>Conduct AHSO final internal review of HSPP for compliance with Federal requirements, completeness and accuracy</p> <p>Submit HSPP for approval by Program Development Division Director and Department Commissioner</p> <p>Review project proposals and make selections</p> <p>Finalize HSPP budget</p>
September 1	<p>Submit the final HSPP to NHTSA Regional Office for review</p> <p>Notify successful applicants and develop final grant agreements</p> <p>Obtain approval for grants and contracts from the appropriate Department officials</p> <p>Submit AHSO in-house grants for Department approval</p>
October 1	<p>Issue Notice To Proceed to selected grantees</p> <p>Implement HSPP, grants and contracts</p>
November	Begin preparation of annual evaluation report for previous fiscal year
December 31	Submit annual evaluation report to NHTSA Regional Office

## Identify Priorities

The Alaska Highway Safety Office has identified the following as priorities:

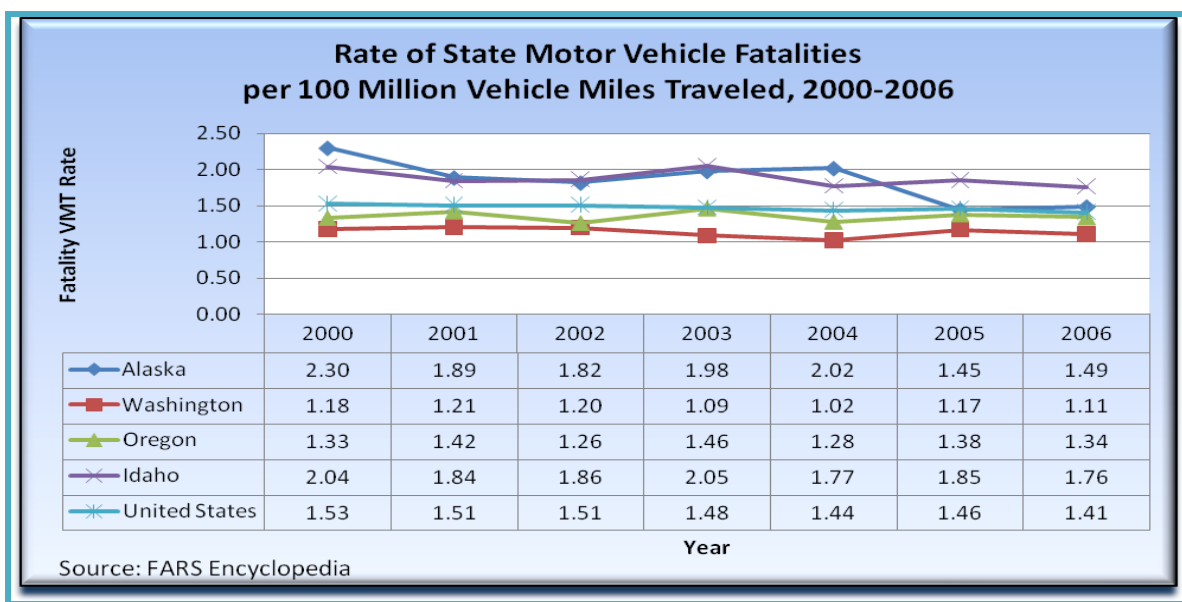
- 1) Impaired Driving
- 2) Seat Belt Usage
- 3) Aggressive Driving
- 4) Red Light Running
- 5) Teen Driving
- 6) Safety Corridors

AK Strategic Traffic Enforcement Partnership (ASTEP)

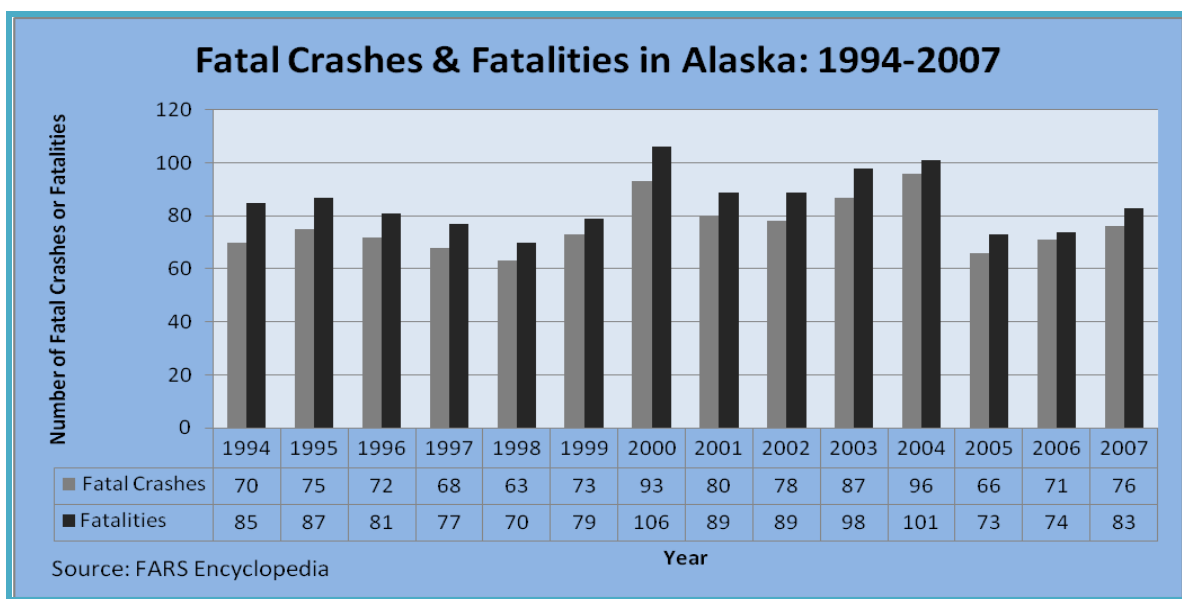


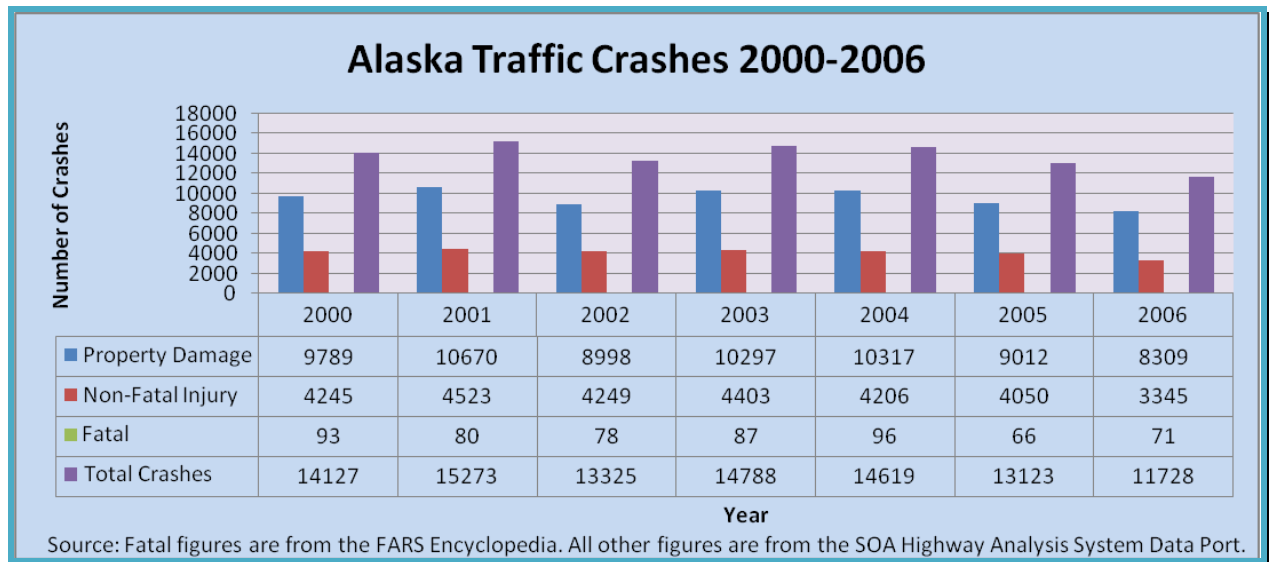
## Fatalities and Injuries

There are substantial differences when comparing state traffic systems. A more accurate method is to compare the number of deaths per 100 million vehicle miles traveled (VMT) within each state. For every 100 million VMT in Alaska during 2006, 1.49 trafficway users were killed. This rate is higher than the national average of 1.41 but less than Idaho's rate of 1.76. (Fatality Analysis Reporting System).

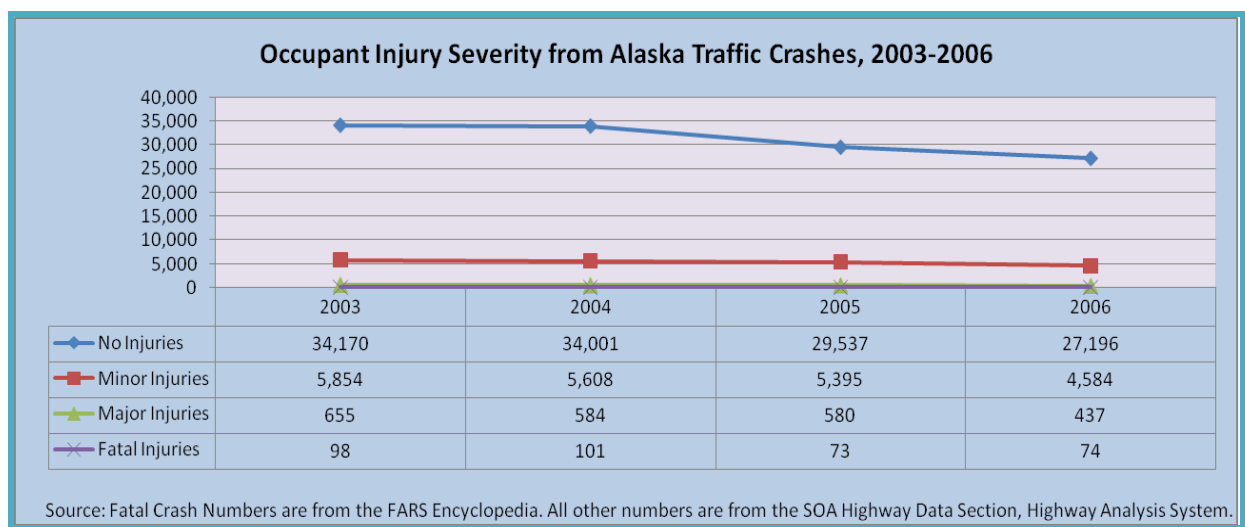


In 2007 there were 76 fatal traffic crashes in which 83 people died. This is an increase when compared to 2006 in which 74 people died in 71 crashes. This escalation is represented in the following table:



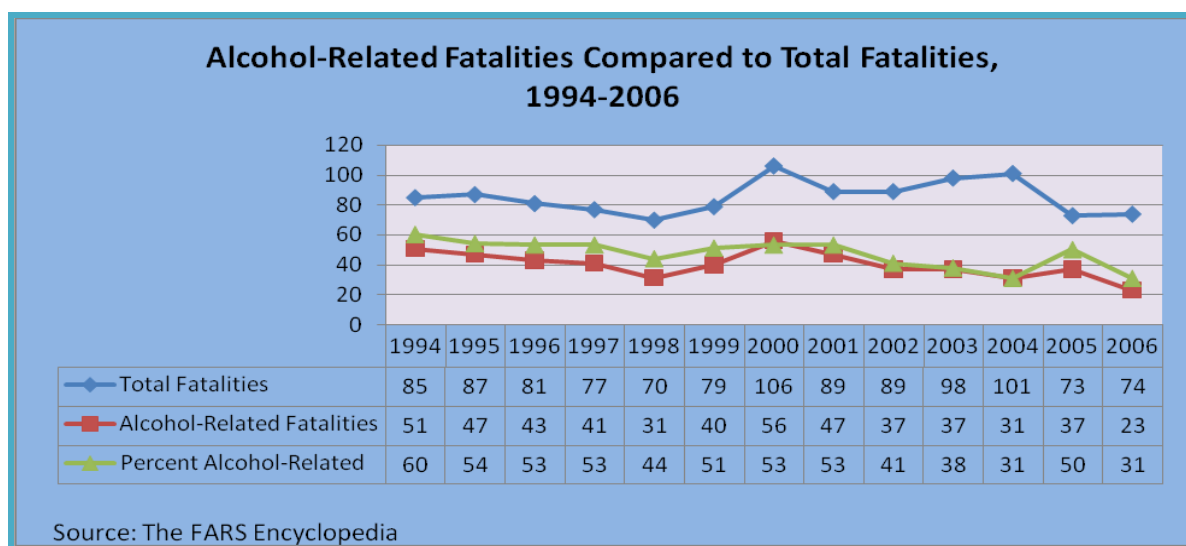
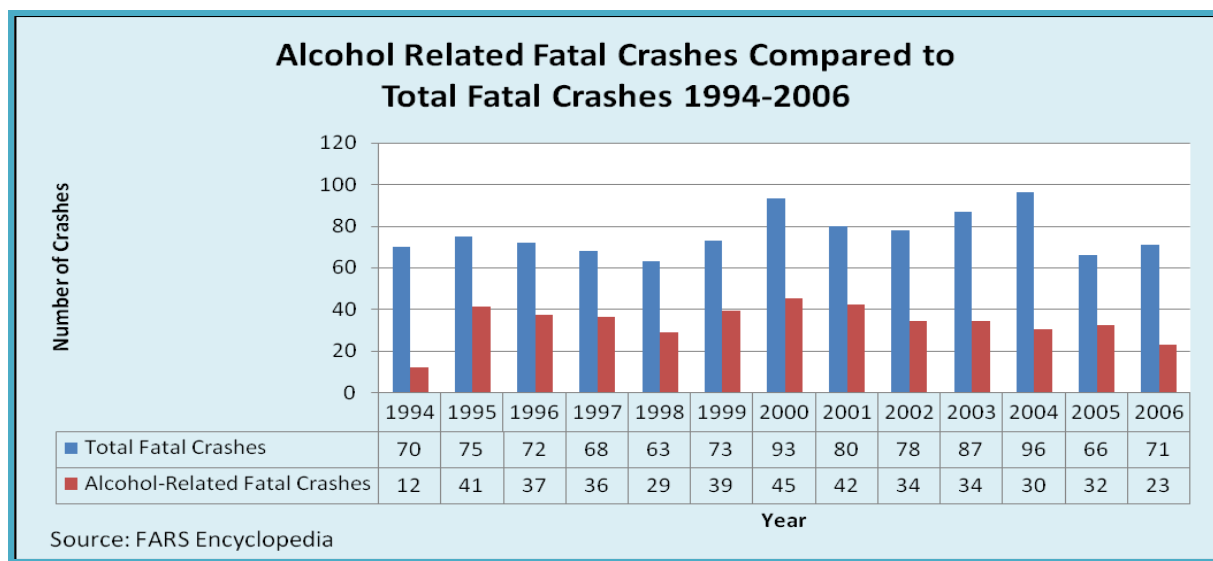


Between 2000 and 2006 traffic crash injuries have remained consistently high, as the number of fatal crashes and fatalities have decreased. National studies have suggested that the switch from dying to surviving a traffic crash is due to improved emergency room technology, trained emergency responders and safer vehicles-particularly in the use of safety restraints.



## Impaired Driving

Impaired driving is the number one priority for the Alaska Highway Safety Office because it is a preventable crime. Alcohol and drug use continues to be a major contributing factor to motor vehicle crashes and fatalities in Alaska. In 2006, 23 out of 71 fatal crashes were alcohol related. This is a substantial decrease from 2005, when there were 66 fatal traffic crashes, with 32 involving alcohol.



Nationwide impaired drivers with a blood alcohol content (BAC) greater than .08 are the most dangerous, and this is also true for Alaska. In 2006 20 people died in Alaska involving a BAC of at least .08, compared with 3 who died with drivers having a BAC of between .01-.07. Fifty-one were killed involving drivers who had no alcohol in their bloodstream.

Persons Killed, by Highest Blood Alcohol Concentration (BAC) in the Crashes, Alaska 1994-2006							
	BAC = .00		BAC = .01-.07		BAC = .08+		
	Number	Percent	Number	Percent	Number	Percent	
1994	34	40	7	9	44	51	
1995	40	46	8	9	39	44	
1996	38	47	4	4	39	48	
1997	36	47	9	12	31	41	
1998	39	56	3	5	28	40	
1999	39	49	4	5	36	46	
2000	50	47	5	4	52	49	
2001	42	47	4	4	44	49	
2002	53	59	2	2	35	39	
2003	61	62	5	5	33	33	
2004	70	69	2	2	29	29	
2005	36	50	4	5	33	45	
2006	51	69	3	4	20	27	
Source: The FARS Encyclopedia.							

The most dangerous hours for fatalities involving alcohol are when bars close, between 9pm-12:00am. Monday, Thursday, and Saturday are the most dangerous days of the week.

Fatal Crashes and Percent Alcohol-Related, by Time of Day and Crash Type, Alaska 2006									
	Crash Type								
	Single Vehicle				Multiple Vehicle			Total	
	Number	Alcohol-Related	Percent Alcohol-Related		Number	Alcohol-Related	Percent Alcohol-Related	Number	Alcohol-Related
Midnight to 2:59 am	2	0	5		1	1	100	3	1
3:00 am to 5:59 am	2	1	50		1	0	0	3	1
6:00 am to 8:59 am	4	2	50		1	0	0	5	2
9:00 am to 11:59 am	6	0	5		5	0	2	11	0
Noon to 2:59 pm	3	0	3		7	2	33	10	2
3:00 pm to 5:59 pm	10	2	16		5	1	22	15	3
6:00 pm to 8:59 pm	6	3	42		5	1	20	11	4
9:00 pm to 11:59 pm	8	6	70		3	2	73	11	8
Unknown	1	1	100		1	1	100	2	2
TOTAL	42	15	36		29	8	28	71	23
Source: The FARS Encyclopedia									

Fatal Crashes by Time of Day and Day of Week, Alaska 2006									
	Day of Week								
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Unknown	TOTAL
Midnight to 2:59 am	0	1	0	0	1	1	0	0	3
3:00 am to 5:59 am	0	0	0	1	1	0	1	0	3
6:00 am to 8:59 am	0	1	1	0	0	1	2	0	5
9:00 am to 11:59 am	2	1	0	1	5	0	2	0	11
Noon to 2:59 pm	1	3	1	3	1	0	1	0	10
3:00 pm to 5:59 pm	3	2	2	0	1	4	3	0	15
6:00 pm to 8:59 pm	2	1	0	1	2	4	1	0	11
9:00 pm to 11:59 pm	0	3	1	2	1	0	4	0	11
Unknown	0	0	1	0	0	0	1	0	2
TOTAL	8	12	6	8	12	10	15	0	71
Source: The FARS Encyclopedia									

According to the following chart, less than 11 percent of DUI charges were dismissed by prosecutors in 2006. In Alaska, refusing a blood alcohol test is a somewhat common practice with repeat offenders because their prior court experience has provided a common misperception that the U.S. and Alaska Constitutions protect offenders from self incrimination. The courts interpret convictions on refusals as a violation of that provision.

A large number of refusals occur in Alaska and the prosecutors most often dismiss those cases. The refusal problem is further documented in the following table.

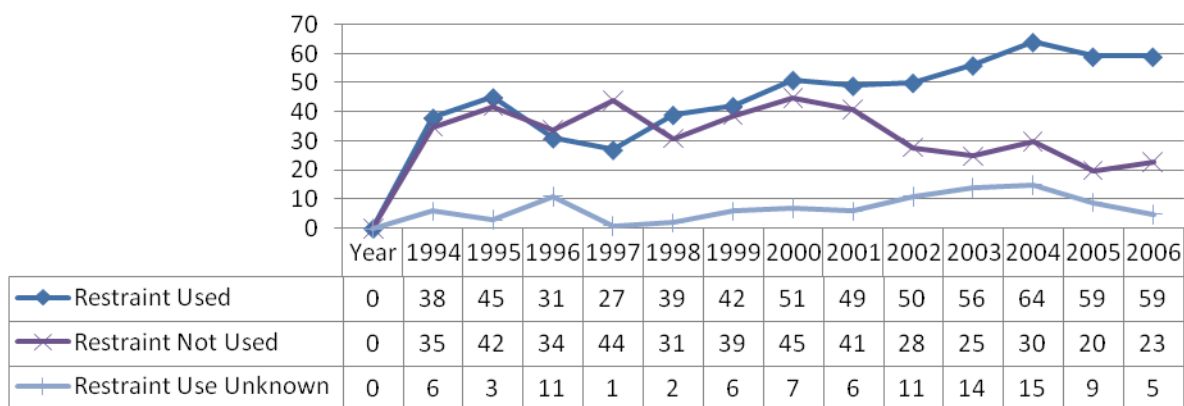
The following data was collected from the seven courts that have converted to "CourtView", Alaska's new trial court case management system. Collectively, these courts account for 63 percent of the court system's criminal case filings.

Alaska Outcomes of DUI Cases 2006-2007				
	2006		2007	
Alaska DUI Breakout:	Adult	Minor	Adult	Minor
No Disposition	272	30	719	78
Guilty Other	4	3	1	1
Guilty	4102	488	4490	574
Not Guilty: Not Prosecuted	72	2	81	9
Not Guilty: Dismissed	371	52	311	33
Not Guilty: Reduced to Violation	38	11	34	8
Not Guilty: Acquitted	14	1	4	0
Not Guilty: Not Guilty	11	0	3	1
Not Guilty: No True Bill	1	0	1	0
Not Guilty: No Complaint Filed	1	0	0	0
Alaska Refusal Breakout:				
No Disposition	54	6	122	8
Guilty	187	9	173	8
Not Guilty: Dismissed	431	35	431	27
Not Guilty: Acquitted	3	0	1	0
Not Guilty: No True Bill	1	0	0	0
Not Guilty: No Complaint Filed	1	0	0	0
Not Guilty: Not Prosecuted	2	0	6	0
Not Guilty: Not Guilty	2	0	2	0
Source: State of Alaska, Department of Public Safety				

## Seat Belt Usage

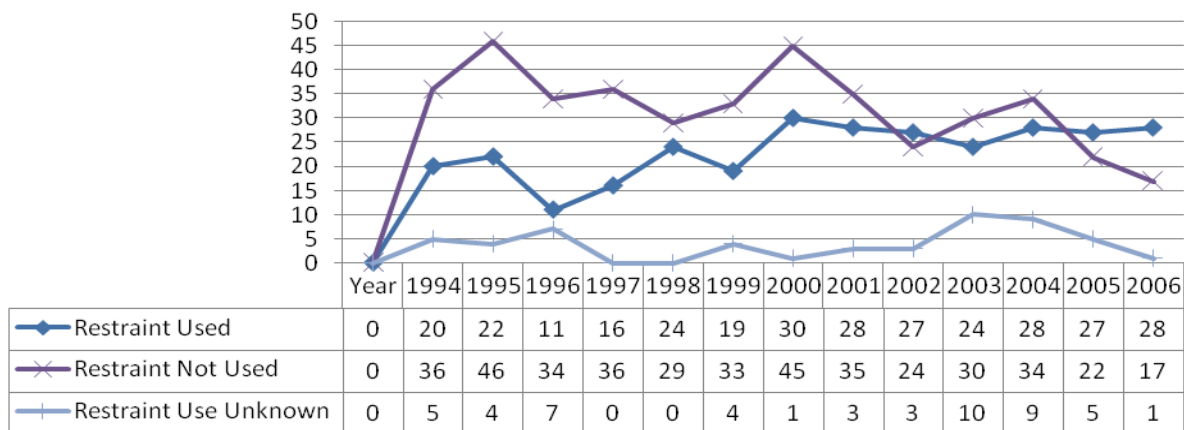
Beginning in May 2002, Alaska adopted the national enforcement and media campaign "Click It or Ticket," and the Primary Seatbelt Law became effective on May 1st, 2006. Alaska's seat belt usage has risen from 65.8 percent in 2002 to 84.9 percent in 2008. In 2006 Alaska surpassed the National Seat Belt use of 81 percent and while we have remained above the national average, Alaska's goal is to reach an 85 percent usage rate by 2009.

**Drivers of Passenger Cars and Light Trucks in Fatal Crashes by Restraint use, Alaska 1994-2006**



Source: The FARS Encyclopedia

**Occupants of Passenger Cars and Light Trucks Killed in Crashes by Restraint Use, Alaska 1994-2006**



Source: The FARS Encyclopedia

Occupant Fatalities by Age Group, Alaska 1994-2006															
Age															
Year	< 5	5 - 9	10 - 15	16 - 20	21 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 - 74	> 74	Unknown	TOTAL		
1994	1	0	2	11	7	12	12	10	3	6	5	0	69		
1995	4	1	3	8	4	22	10	11	7	8	2	0	80		
1996	0	0	3	12	8	14	13	6	3	5	4	0	68		
1997	1	3	3	13	7	10	12	7	7	1	2	0	66		
1998	1	0	3	13	5	12	9	10	3	4	0	0	60		
1999	2	1	0	13	6	15	10	5	8	6	3	0	69		
2000	3	0	4	21	6	15	10	19	3	5	5	0	91		
2001	2	2	3	12	9	14	7	16	7	5	4	0	81		
2002	0	0	4	8	6	15	14	11	5	8	1	0	72		
2003	0	1	4	16	9	11	11	19	6	5	3	0	85		
2004	1	0	4	10	8	12	14	24	5	3	7	1	89		
2005	1	0	4	6	5	14	8	14	6	4	2	0	64		
2006	1	3	3	5	5	11	10	8	12	3	2	0	63		
TOTAL	17	11	40	148	85	177	140	160	75	63	40	1	957		
Source: The FARS Encyclopedia															



## Aggressive Driving and Red Light Running

Aggressive driving is not a new practice in the US, but it is a growing phenomenon. It is difficult to calculate the size of the problem in Alaska because the behavior is not defined in law. This behavior usually involves speeding as well as other factors, e.g. following too closely, improper lane change, etc. Speeding is often the most egregious factor in aggressive driving crashes but examination of other citation categories illuminates the issue further.

The following table shows the number of serious injury crashes where at least one driver was cited for either disregarding a traffic signal or reckless driving. It also presents statistics related to fatalities and major injuries in speeding-related crashes. While it is difficult to find a trend in these data, it is obvious that speeding is involved in a large number of serious crashes.

Fatalities and Major Injuries Involving Speeding

	2001	2002	2003	2004	2005
Speeding Fatalities	37	38	41	38	27
Speeding Fatalities as a Percent of All Fatalities	42%	43%	42%	38%	36%
Speeding Major Injuries	136	193	148	157	157
Speeding Major Injuries as a Percent of All Major Injuries	31%	29%	23%	27%	27%
Speeding Fatalities and Major Injuries	173	231	189	195	184
Speeding Fatalities and Major Injuries as a Percent of All Fatalities and Major Injuries	33%	31%	25%	28%	28%

## Teen Driving

Alaska, like every other state, faces a problem with young drivers. These drivers are less likely to recognize and adjust for hazards on the road because they lack experience, and they lack the maturity necessary for good judgment. Hence, they have a lower belt use rate than other segments of the population and they often drive too fast and impaired. Teen drivers represent roughly a quarter of the state's population, but have constantly been responsible for approximately one third of our traffic crashes where at least one person was killed or seriously injured.

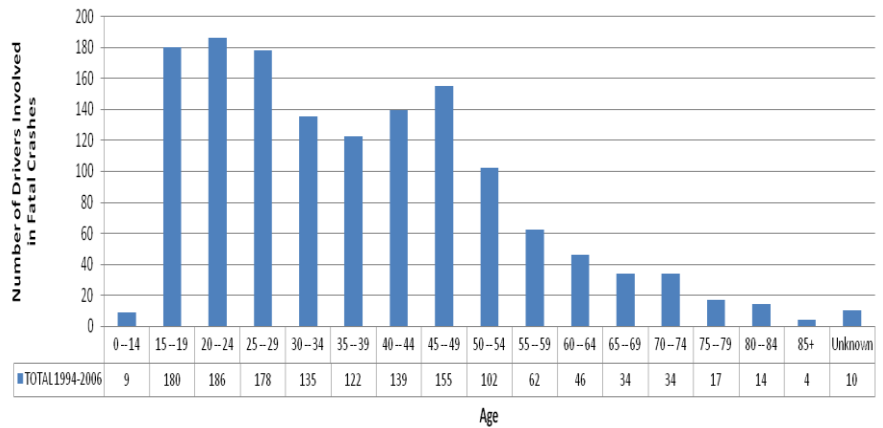
A high number of teen and middle aged drivers are involved in overall crashes but teens and young adults are more heavily involved in crashes that result in fatalities and major injury

### Fatal Motor Vehicle Collision

**COOPER LANDING** — On July 3 at 9:30 p.m. Soldotna Dispatch received multiple reports of a three-vehicle collision near mile 43.5 of the Seward Highway. Troopers from Cooper Landing, Soldotna, Girdwood, and the Fairbanks DUI Enforcement Team responded to the scene. The investigation showed that Donald Setters, 61 of Eagle River, was driving a gold 1998 Jeep Cherokee northbound on the Seward Highway when he crossed into the oncoming lane of travel for an unknown reason. Setters' vehicle collided with a brown 1993 Ford Aerostar van driven by JoeAnna Hoogland, 26 of Chugiak, who was traveling southbound. This collision forced Hoogland's vehicle into the ditch where it rolled and came to rest on its side with Hoogland entrapped. Setters' vehicle spun sideways in the road and was struck by a gray 2004 Dodge Ram driven by Paul Popovich, 21 of Anchorage. Setters was not wearing his seatbelt at the time of the collision and died at the scene. All occupants of the other vehicles were transported by EMS to various hospitals with varying degrees of injuries. The investigation is ongoing.

<http://www.turnagaintimes.com/current%20issue/7-17-08/troopers.htm>

Drivers Involved in Fatal Crashes by Age, Alaska 1994-2006



Source: The FARS Encyclopedia





### **Safety Corridors**

There are two designated Safety Corridors, The Parks Highway and The Seward Highway, in Alaska. The state has five major highways that form a single corridor which connect major population centers. The Glennallen, the Seward, and the Sterling Highways connect Alaska's largest city, Anchorage, to the state's major recreation areas. The George Parks (Parks) Highway connects Anchorage to the state's second largest city, Fairbanks, 400 miles to the north. The Richardson/Alaska Highway provides access south from Fairbanks to Yukon and British Columbia. The Richardson Highway is also the primary access to Alaska for multitudes of recreational vehicle travelers coming to Alaska every summer.

In most areas, there are no alternate roads between communities and motorists must travel on the five major highways. In addition, the number of vehicles on many highways, especially on the Seward and Sterling Highways, often triples during the summer tourist and fishing seasons.

**1977-2006 Major Injury and Fatal Crashes by Time of Day**

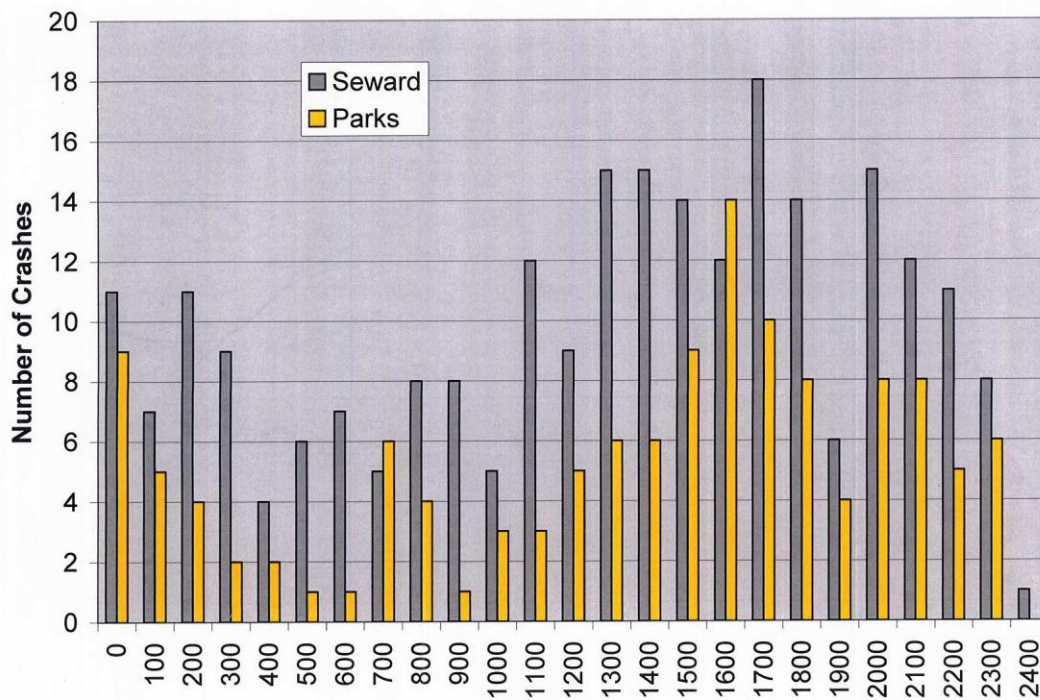
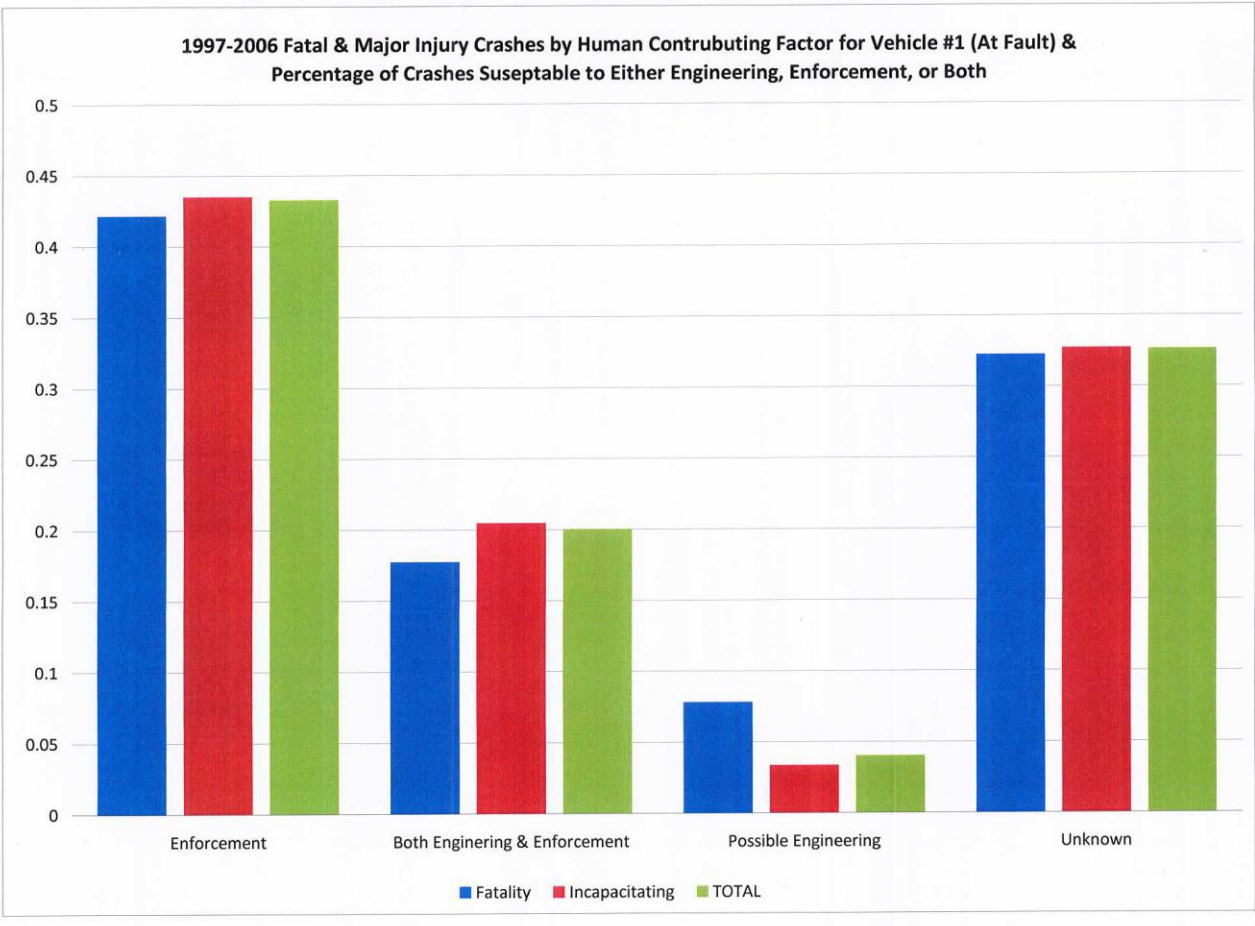
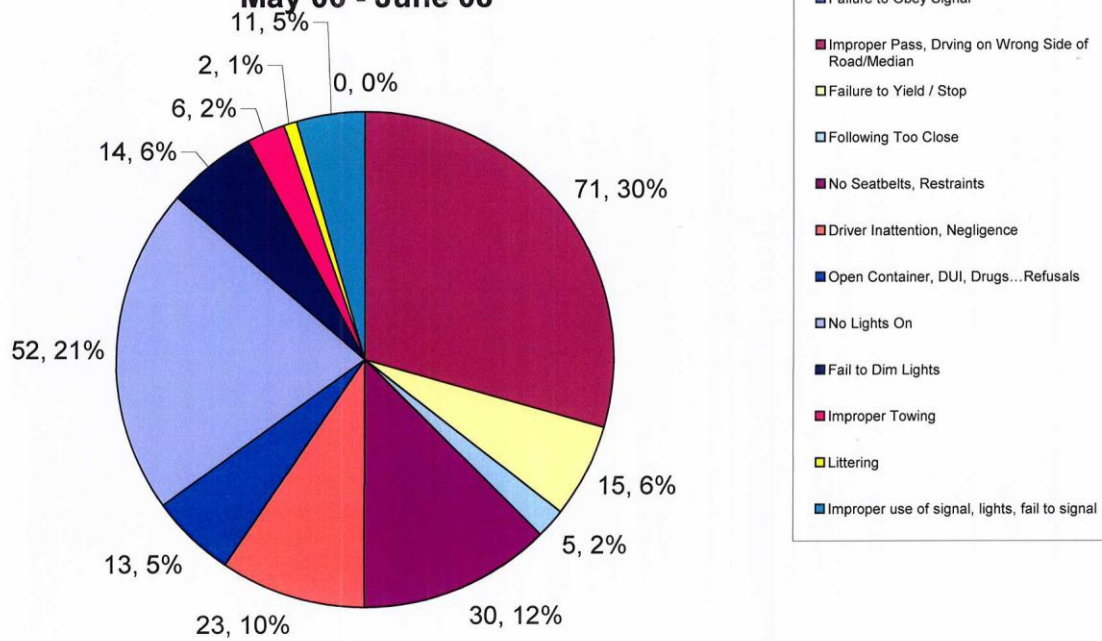


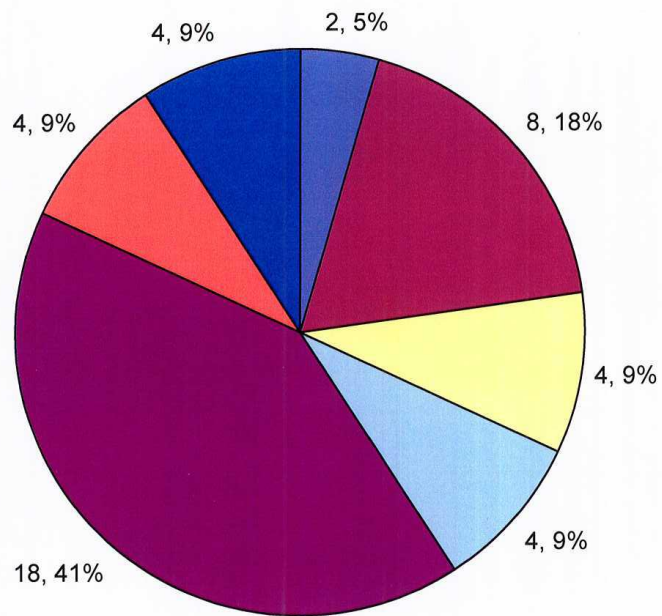
CHART 3



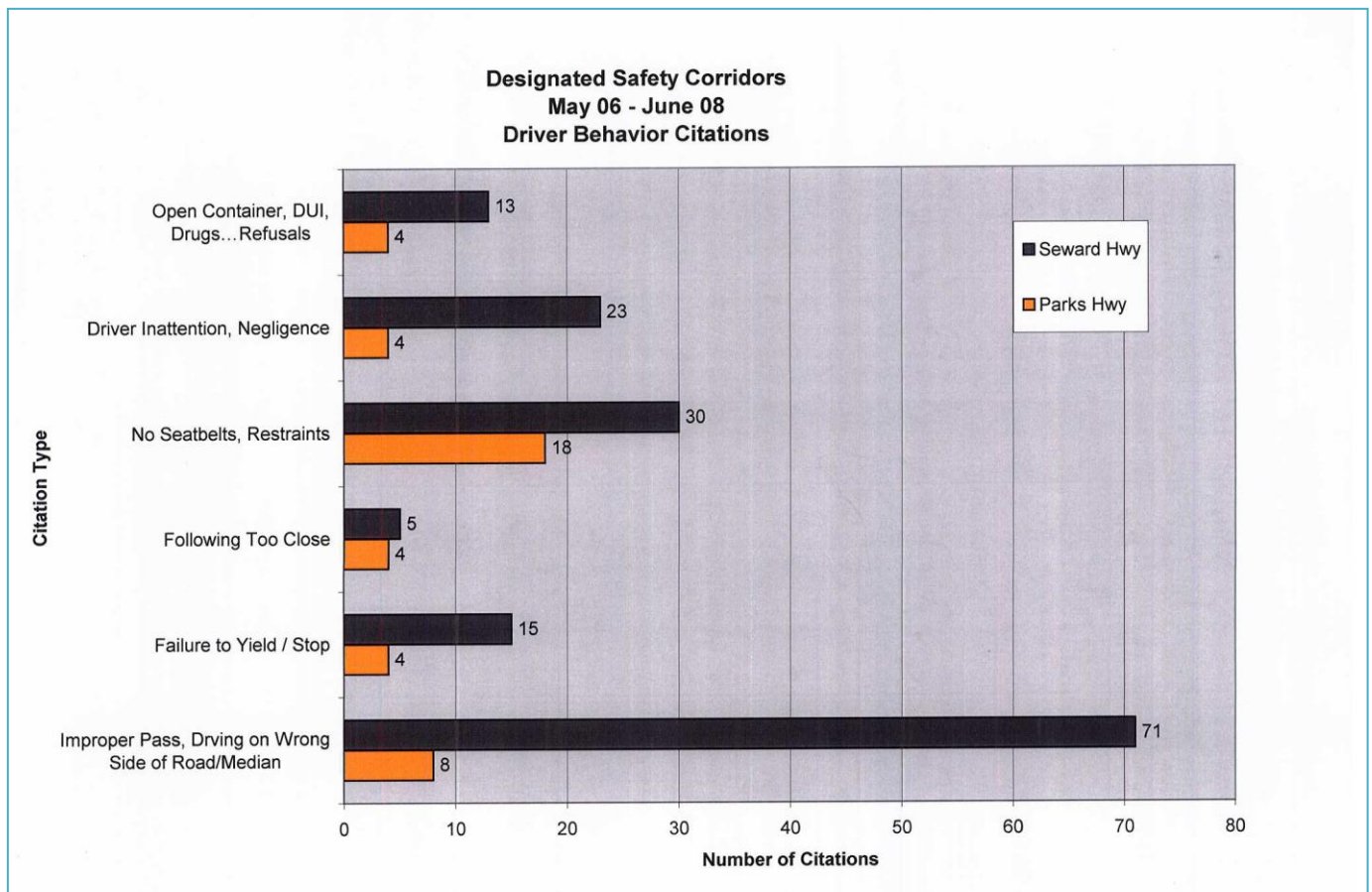
**Designated Safety Corridors  
SEWARD HWY  
Driver Behaviors  
May 06 - June 08**



**Designated Safety Corridors  
PARKS HWY  
Driver Behaviors  
May 06 - June 08**



- Failure to Obey Signal
- Improper Pass, Driving on Wrong Side of Road/Median
- Failure to Yield / Stop
- Following Too Close
- No Seatbelts, Restraints
- Driver Inattention, Negligence
- Open Container, DUI, Drugs...Refusals



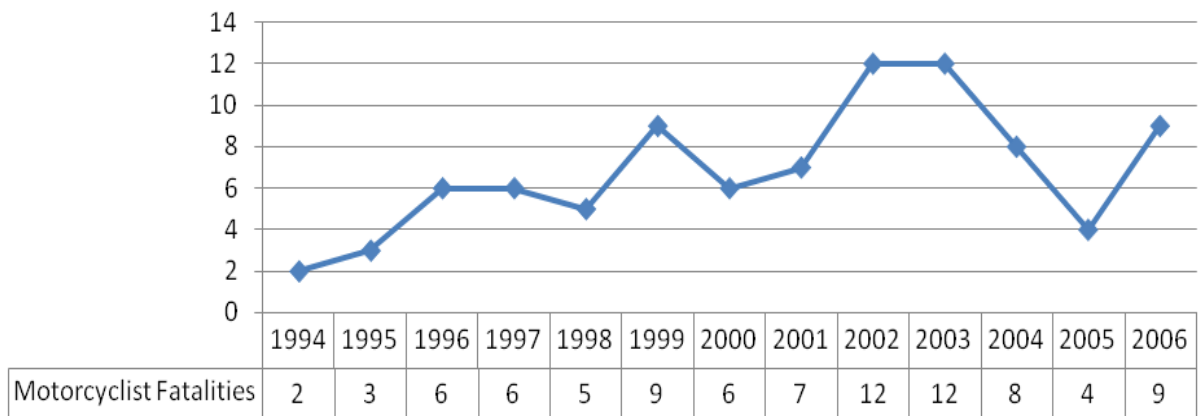
## Other Statistics

### Fatal Crashes by Weather Condition and Light Condition, Alaska 2006

<u>Weather Condition</u>	<u>Light Condition</u>					<u>TOTAL</u>
	<u>Daylight</u>	<u>Dark, but Lighted</u>	<u>Dark</u>	<u>Dawn or Dusk</u>	<u>Unknown</u>	
Normal	32	3	16	7	1	59
Rain	2	1	0	0	0	3
Snow/Sleet	3	1	1	0	1	6
Other	1	1	0	1	0	3
Unknown	0	0	0	0	0	0
<b>TOTAL</b>	<b>38</b>	<b>6</b>	<b>17</b>	<b>8</b>	<b>2</b>	<b>71</b>

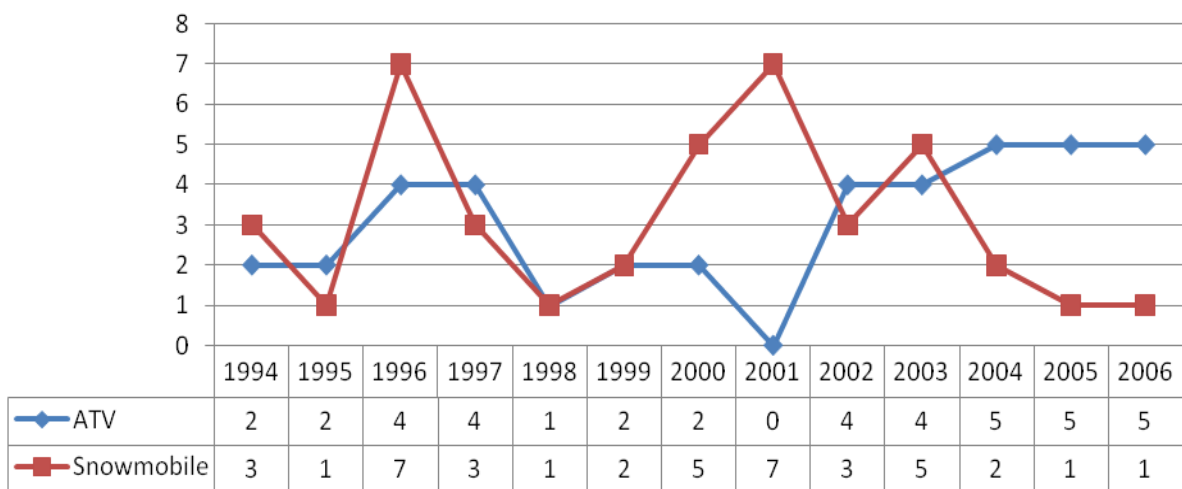
Source: The FARS Encyclopedia

**Motorcyclist Fatalities, Alaska 1994-2006**

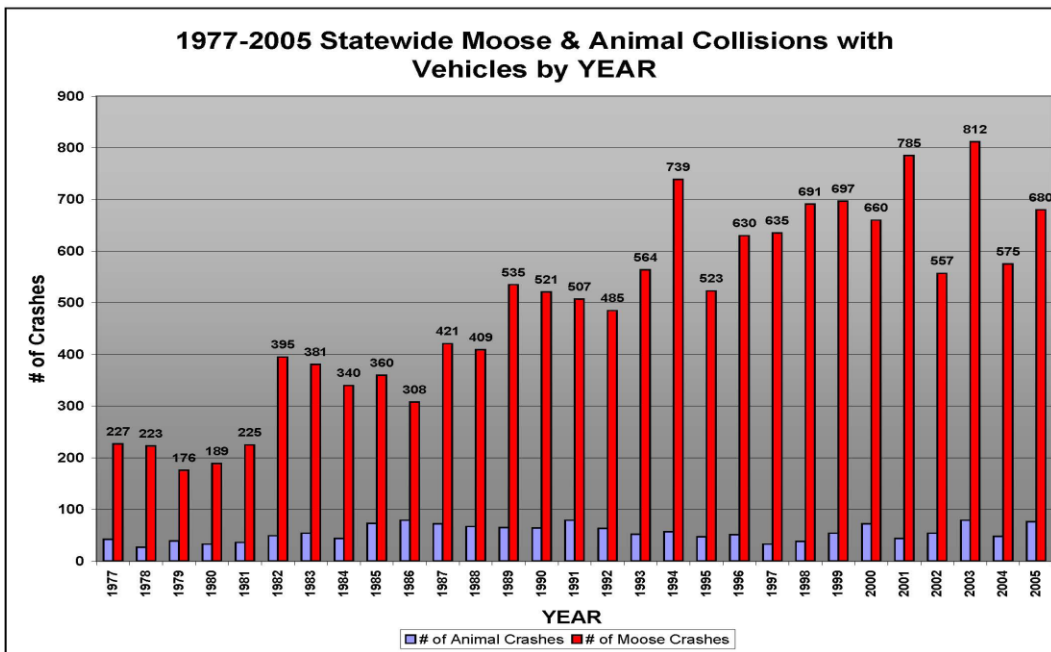


Source: The FARS Encyclopedia

**ATVs and Snowmobiles Involved in Fatal Crashes, Alaska 1994-2006**



Source: The FARS Encyclopedia



**An Alaskan Roadblock: Tundra Ridge Road towards H Marker Lake in Bethel, Alaska.**



## Performance Goals

The data contained in this report reflects the most current available. Corrections have been made with past data. Due to the time frame within which statewide records are compiled, transportation statistics for 2007 were not always available.

### Overall Program Goal: Reduce the Mileage Death Rate (MDR)

	2002	2003	2004	2005	2006	2007	Objective 2010
Milage Death Rate	1.82	1.98	2.02	1.45	1.49	1.61	1.45
# of Motor Vehicle Fatalities	89	98	101	73	74	83	63

Source: The FARS Encyclopedia

### Performance Goal: Reduce the number fatal crashes

Performance Measures	2002	2003	2004	2005	2006	2007	Objective 2010
# of Fatal Crashes	78	87	96	66	71	83	60
Drivers ages 15-19 in fatal crashes	11	14	14	10	12	10	8

Source: The FARS Encyclopedia

### Performance Goal: Reduce the ratio of impaired driving related fatalities

Performance Measures	2002	2003	2004	2005	2006	2007	Objective 2010
% Impaired Driving related fatalities	41	38	31	50	31	30	25
# of Impaired Driving fatal crashes	34	34	30	32	23	29	22
# of Drivers age 16-19, involved in fatal crashes who had been drinking (% based on known test results)	0	0	1	1	2	2	0

Source: The FARS Encyclopedia

**Performance Goal: Increase the restraint use rate by all motor vehicle occupants**

Performance Measures	2002	2003	2004	2005	2006	2007	Objective 2010
% Occupants Belted	65.8	78.9	76.7	78.4	83.2	82.4	85
Fatalities Not Using Restraints	24	30	34	22	17	33	25
# of Occupants age 15 and under killed in crashes not using restraints	1	2	2	0	3	2	1

Source: The FARS Encyclopedia, and the National Occupant Protection Use Survey-Alaska Injury Prevention Center

**Performance Goal: Reduce the number of Bicyclists and Pedestrians Killed in crashes**

Performance measures	2002	2003	2004	2005	2006	2007	Objective 2010
Pedestrians Killed	16	9	10	7	9	13	10
Pedestrians age 15 and under killed	1	2	1	1	1	0	0
Bicyclists killed	0	4	2	1	1	2	1
Bicyclists age 15 and under killed	0	2	1	1	0	1	1

Source: The FARS Encyclopedia

**Performance Goal: Reduce the number of days between data collection and data input for all traffic crashes**

Performance Measures	2003	2004	2005	2006	2007	2008	Objective 2010
Approximated time between collection and DOT input	2 years	2 years	1 year	1 year	9 months	9 months	6 months

## The Goal Setting Process

Performance goals and objectives have been determined with 2010 as the year by which we expect to meet these objectives. Progress toward reaching these goals is expected to be linear. Performance goals for each program are established by AHSO staff, after taking into consideration the reliable data that represents the outcomes of the program. Performance measures incorporate elements of the Alaska Strategic Highway Safety Plan, the Safety Management System, recommendations by the Alaska Traffic Records Assessment and nationally recognized measures. Both long-range (by the year 2010) and short-range (current year) measures are utilized and updated annually.

The goals identified in this report were determined during the problem identification process. These goals are accompanied by appropriate performance measures using absolute numbers, percentages or rates. Data for a five to ten-year period was utilized in setting these goals. AHSO recognizes that the achievement of these goals is dependent on the collaborative and ongoing efforts of other agencies and organizations involved in improving highway safety.

Partnerships exist from the creation of the Alaska Strategic Highway Safety Plan; the Alaska Traffic Records Coordinating Committee reviewed and prioritized the FFY08 AHSO traffic record related grant applications. The Alaska Chiefs of Police Association, which includes the Alaska State Troopers, reviewed and scored the FFY09 law enforcement related grants, with the exception of the Alaska State Trooper grants.

The Safety Corridor Review team consists of an Alaska State Trooper Captain, the Central Region Traffic Engineer and the Alaska Highway Safety Office Administrator. The team conducted a two-day road review of the two designative Safety Corridors in May and provided recommendations to the Commissioners of Transportation & Public Facilities, and Public Safety.

## Select Performance Measures

We use performance measures with our project goals to track their progress by the specified target date and use absolute numbers, percentages or rates. Program performance measures are reviewed and updated each year, when necessary.

There are two common types of performance measures: direct and proxy. Direct measures are preferred.

Examples of direct measures include: number of crashes, citations, people trained, units purchased, etc. Sometimes it is impossible to obtain direct measures. If such is the case, a proxy measure might be used.

Proxy measures are indicators that provide an indirect assessment of desired activity. An example is a self-reporting survey conducted among a statistically valid sample of the population to determine behavioral change (recognition of public service announcements on television or radio, safety belt usage, drunk driving issues, etc.).

AHSO considers the following characteristics for a good performance measure:

- Quantifiable where possible
- Directly linked to objectives
- Accurate and clearly defined
- Understandable
- Objective
- Practical

## Prioritize Programs and Strategies

Using the data and information gathered through the problem identification process, AHSO selects key program areas for emphasis and coordinates the development of priority traffic safety performance goals and strategies for each program area using a documented planning process. The AHSO Performance Plan has addressed all of the NHTSA program areas:

### Title

Alcohol and other drug countermeasures
Police Traffic Services
Occupant Protection
Traffic Records
Emergency Medical Services
Motorcycle Safety
Roadway Safety
Pedestrian and Bicycle Safety
Speed Control

The Alaska Highway Safety Office meets with agencies during the annual Alaska Strategic Enforcement Partnership (ASTEP) Summit and the NHTSA Lifesavers Conference. The AHSO works with inter-agency groups, State and local government agencies, community coalitions and many others to develop the annual Performance Plan.

The initial planning meetings are attended by AHSO staff and allow for a review of previous year comments on prior activities (by Federal, State and local partners), the assignment of staff to assist with the drafting of the HSPP program areas, the development of an initial budget and the production of rough drafts for each program area.

Once an initial draft is produced, the HSPP development meetings include other AHSO traffic safety partners for solicitation of comments and input on potential strategies. Regional NHTSA and Divisional Federal Highway Administration (FHWA) representatives support AHSO during the planning process and provide input and make recommendations.

The AHSO strives to prevent the loss of life, personal injury, and property damage caused by traffic crashes and to reduce the resulting economic losses to the residents of Alaska.

The efforts necessary to reach these goals require partnering with public agencies and special interest groups to foster the sense of cooperation vital to accomplishing the mission. Project prioritization and selection is conducted because we seek countermeasures which have the greatest potential for achieving the goals and objectives:

1. Establish program targets. These can be defined as opportunities for making the most progress in reducing crashes, injuries and fatalities.
2. Research good practice. Specialists and professionals related to a specific program area are consulted; since they are most likely have a good feel for what will work in Alaska. In addition, The Governor's Highway Safety Association (GHSA) and NHTSA are consulted since there may have already created, implemented and evaluated programs applied to the specific targets under consideration. Researching good practice may reveal opportunities for replication.
3. Study the available resources and define priorities in terms of programs, legislation, etc. Studying data and environmental conditions leads to the identification of programs targets, but resources are limited and will never stretch to cover all opportunities for improvement; therefore, priorities must be identified. Careful strategy is critical because at first a problem may appear to simply need funding and other resources in and successfully reduce crashes, deaths and injuries. However, policy issues, advocacy groups, leadership priorities, the community awareness level and other factors may also influence resource allocation.
4. Limited resources require the selection of certain projects which will save the most lives and prevent the most injuries. The analysis of crash data will identify high crash locations where the placement of grant resources will have the most potential for achieving a positive impact. Targeting resources to problems in specific locations with overrepresented crash characteristics is essential for making the best use of limited resources.

## FUNDING PRIORITIES

The U. S. Congress authorizes traffic safety funds to be appropriated to the U.S. DOT, NHTSA. NHTSA apportions and distributes these funds to the States. The States obligate these funds through the annual HSPP which is subject to NHTSA review. Any earmarked or special purpose funds shall be used only in that particular program area and cannot be transferred to any other program area. When developing the HSPP, new revenue estimates for each funding source are obtained annually from the NHTSA Regional office by the AHSO typically in the first quarter of the calendar year for the following fiscal year. This information along with estimated prior year unexpended funds is used to develop the estimated total highway safety funding available for the upcoming fiscal year.

The AHSO Administrator is responsible for annually allocating the estimated amount of revenue by program area for the HSP budget based on the information gathered in the problem identification, program goal and strategy processes to assure the greatest potential impact on the State's overall goal of reducing traffic safety related crashes, deaths and injuries. The process for making the budget allocation decision should be documented in the Performance Plan of the HSPP.

The State receives new Section 402 funds annually. The State makes application annually for other Federal program and incentive funding sources and may also receive transfer funds. Planned funds are subject to revision depending on the actual amount of funding received by the State. A Program Cost Summary (HS Form 217 or its electronic equivalent) is required to be completed and submitted with the annual HSPP to reflect the State's proposed allocations of funds (including carry-forward funds) by program area based on the goals identified in the Performance Plan section and the projects and activities identified in the Highway Safety Plan section. The funding level used shall be an estimate of available funding from all Federal sources for the upcoming fiscal year.

The funds distributed are available for expenditure by the State to satisfy the Federal share of expenses under the approved traffic safety program, and shall constitute a contractual obligation of the Federal Government, subject to any conditions or limitations identified in the distributing documentation. Reimbursement of State expenses shall be contingent upon the submission of an updated HS Form 217 (or its electronic equivalent) within 30 days after either the beginning of the fiscal year or the date of the written approval required under 23 CFR 1200.13, whichever is later. The updated HS Form 217 (or its electronic equivalent) shall reflect the State's allocation of Section 402 funds made available for expenditure during the fiscal year including known carry forward funds under 23 CFR 1200.14

The State is required to ensure that at least 40 percent of all (new) Federal funds apportioned under Section 402 to the State for any fiscal year is **expended\*** by the political (local) subdivisions of the State, including Indian tribal governments, in carrying out local highway safety programs. These local highway safety programs must be approved by the Governor and operated in accordance with the minimum standards established by the Secretary under Section 402 of the Highway Safety Act.

The AHSO is required not only to obligate 40 percent of the Section 402 funds to the benefit of locals but must also ensure that the required percentage of funds is actually expended to the benefit of locals. This requires the AHSO to periodically monitor local grant expenditure rates during the fiscal year and to determine that this amount has been entered into the Federal Grant Tracking System (GTS) at fiscal year closeout.

Section 154 and 164 transfer funds obligated and spent on alcohol-impaired driving countermeasures or directed to State and local law enforcement agencies for the enforcement of impaired driving laws or regulations (154AL and 164AL) take on the characteristics and requirements of the Section 402 program. However, no matching funds are required for these transfer funds; per Section 154 (c)(4) and Section 164 (b) (4), the Federal share of the project cost shall be 100 percent. At least 40 percent of the annual 154AL and 164AL funds must be used by or for the benefit of political (local) subdivisions of the State.

In the event that authorizations exist but no applicable appropriation act has been enacted by Congress by October 1 of a fiscal year the NHTSA and FHWA Administrators shall, in writing, distribute a part of the funds authorized under Section 402 contract authority to ensure program continuity and shall specify any conditions or limitations imposed by law on the use of the funds. Upon appropriation of Section 402 funds, the NHTSA Administrator shall, in writing, promptly adjust the obligation limitation and specify any conditions or limitations imposed by law on the use of the

Section 402 funds are used by the AHSO to support projects and activities within any National Program Area or any other highway safety program area that is identified in the HSPP as encompassing a major highway safety problem in the State and for which effective countermeasures have been identified. In addition to the Section 402 funds, the State may be eligible to receive additional funds from other Federal incentive and transfer program sources.

The specific available programs typically change with each Federal reauthorization of the highway safety program (usually every six years). The most recent reauthorization is commonly referred to as SAFTEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users) which was enacted August 10, 2005. The prior reauthorization was referred to as TEA-21 (Transportation Equity Act for the 21<sup>st</sup> Century) which expired in 2004.

As prescribed by Federal regulation, the AHSO must complete an annual application to determine its qualification, or continued qualification, for Federal incentive funds. The AHSO has qualified for several sources of incentives funds in the past including Section 157 Innovative Occupant Protection, Section 405-Occupant Protection and Section 411-Traffic Data.

Regarding transfer funds, an annual determination is made by the U.S. DOT regarding the State's inability to enact or enforce specified State traffic safety laws or policies to address a program area as prescribed by the U.S. Congress in the current reauthorization. Information regarding the State's laws and policies is requested by the U.S. DOT to determine the State's eligibility.

The State is notified annually through a letter to the Department Commissioner and the AHSO Administrator (Governors Highway Safety Representative) from the U.S. Secretary of Transportation of any transfers of funds assessed against the State under a particular section. Transfer funds shall be expended only in the manner specified by the section's authorizing regulation. The AHSO has received transfer funds in the past including Section 154-Open Container Law and 164-Repeat Intoxicated Driver Law.

## Public Outreach

The AHSO strives to prevent the loss of life, personal injury, and property damage caused by traffic crashes and to reduce the resulting economic losses to the residents of Alaska. The efforts necessary to reach these goals require partnering with public agencies and special interest groups to foster the sense of cooperation vital to accomplishing the mission. This includes:

**Inter-Agency Working Groups:** AHSO makes effort to promote inter-agency cooperation relating to highway safety issues using the resources of various State departments and agencies to the best advantage possible. The AHSO has organized working groups with the Department and with the State of Alaska Departments of Public Safety, Administration, Law, Court System and Health and Social Services to fully utilize Federal funding sources available for highway safety programs.

**Community Coalitions:** AHSO encourages the development of community based coalitions in order to engage citizen involvement in the health and safety of communities. The AHSO promotes the development of safe communities programs and continues work on coordinating a statewide youth alcohol coalition. The AHSO participates in neighborhood safety projects through interactions with local residents and State officials.

**Pedestrian and Bicycle Safety Groups:** The AHSO works with a large number of local groups dedicated to promoting bicycle safety for youth and adults, pedestrian safety, and elementary school safety education programs. Bicycle clubs, law enforcement auxiliaries, and local service clubs are representative of the many groups involved in bicycle safety and pedestrian issues. The State Routes To School Coordinator is housed in the DOT&PF Program Development Division and collaborates with the AHSO on educational media messages and materials.

Alaska Highway Safety Office reviews the Strategic Highway Safety Plan (SHSP) when considering the Highway Safety Performance Plan (HSPP) to identify possible gaps in addressing driver behavior issues and eliminate any redundancy for the maximum use of resources. The Alaska Highway Safety Office is structurally located within the Program Development Division of the Department of Transportation and Public Facilities. This allows inner agency collaboration on key traffic safety initiatives and sharing of knowledge and experience in the administration of programs subject to U.S. DOT oversight. The Program Development Division is responsible for the development of the State's Strategic Highway Safety Plan (SHSP).

The AHSO coordinates closely with the Department staff responsible for the SHSP to maximize integration and utilization of data analysis resources, fully represent driver behavior issues and strategies, and utilize the statewide safety forums to obtain input from State and local traffic safety partners for the AHSO Highway Safety Performance Plan (HSPP).

This ensures that the goals and objectives contained in the SHSP are considered in the annual development of the Highway Safety Performance Plan and incorporated to the fullest extent possible. A core group is involved in the transportation safety planning process and meets regularly to ensure incorporation of effective safety considerations. The core group is composed of the planning organizations, transportation agencies, traffic engineering, enforcement organizations, emergency responders, and the Governor's Highway Safety Representative.

Department of Transportation & Public Facilities (DOT&PF)  
Division of Measurement Standards and Commercial Vehicle Enforcement  
Division of Statewide Design and Engineering Services  
Division of Program Development (includes planning)  
Alaska Highway Safety Office  
Office of Transportation Management and Security  
DOT&PF Regional Offices  
Department of Administration-Division of Motor Vehicles  
Alaska Court System  
Department of Health and Social services  
Department of Public Safety

One of the key characteristics of effective comprehensive safety programs at the State level has been the successful collaboration of many different participants. Such success partly rests on understanding what role each participant plays in the broader perspective of transportation safety.

The current priorities identification process includes analysis of traffic safety data from established statewide sources. Statistics are shown in a 10 year or 5 year data trend, with the most current data available from HAS and FARS. The data from HAS is current to 2005 and the data from FARS is current to YTD2008.

We also utilize agencies such as the Alaska Injury Prevention Center who conduct the annual National Occupant Protection User Survey (NOPUS). The statistics analyzed are historical data collected over time through a uniform process:

The Department of Transportation and Public Facilities- Highway Analysis System (HAS) crash database, containing crash, vehicle, and person data

The Department of Transportation and Public Facilities- Highway Analysis System (HAS) traffic database, containing data on average daily traffic counts and vehicle miles traveled

The Fatality Analysis Reporting System (FARS)

The Department of Administration Division of Motor Vehicles- Alaska Vehicle Information Network State driver license, vehicle registration, and citation/conviction files

The Alaska Trauma Registry-injury records

The Department of Public Safety- traffic enforcement citations

The Alaska Court System- traffic court records

The Department of Health and Social Services Alcohol Safety Action Program (ASAP) - impaired driver monitoring database

The Department of Labor- census and demographic data

### **Alaska Strategic Highway Safety Plan:**

The Alaska Highway Safety Office meets with agencies during the annual Alaska Strategic Enforcement Partnership (ASTEP) Summit and the NHTSA Lifesavers Conference. Throughout the year the AHSO works with inter-agency groups, State and local government agencies, community coalitions and many others to develop the annual Performance Plan. The initial planning meetings are attended by AHSO staff and allow for a review of previous year comments on prior activities (by Federal, State and local partners), the assignment of staff to assist with the drafting of the HSPP program areas, the development of an initial budget and the production of rough drafts for each program area. Once an initial draft is produced, the HSPP development meetings include other AHSO traffic safety partners for solicitation of comments and input on potential strategies.

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### **Alaska Traffic Records Coordinating Committee (ATRCC)**

The Alaska Traffic Records Coordinating Committee reviews and monitors all traffic record related projects, including projects supported with section 402 and 408 funds. The ATRCC meets once a month.

The ATRCC mission statement is:

With guidelines from NHTSA and eligible federal funding, the Alaska Traffic Records Coordinating Committee was created to bring people together who are interested in reducing traffic injuries and deaths by improving the timeliness, accuracy and consistency of traffic crash data.

#### **ATRCC Voting Members:**

1. Chair: Ulf Petersen	Dept. of Transportation, Commercial Vehicle Enforcement
2. Deputy Chair: Carl Gonder	Dept. of Transportation, Division of Statewide Planning
3. Chief John Lucking	Alaska Association of Chiefs of Police
4. Cindy Cashen	Dept. of Transportation, Highway Safety Office
5. Kerry Hennings	Department of Administration, Division of Motor Vehicles
6. Ron Martindale	Dept. of Transportation, Design & Engineering Services
7. Shelley Owens	Dept. of Health & Human Services, Div. of Public Health
8. Diane Schenker	Alaska Court System
9. Ron Taylor	Dept. of Health & Human Services, Div. of Behav. Health
10. Captain Hans Brinke	Alaska State Troopers
11. David Brower	Dept. of Law, Traffic Safety Resource Prosecutor
11. Kim Carpenter	Municipality of Anchorage, Traffic Department
12. Ron Perkins	Alaska Injury Prevention

### **Alaska Motorcycle Safety Advisory Committee (AMSAC):**

The purpose of the Alaska Motorcycle Safety Advisory Committee(AMSAC) is to recognize and engage the expertise which exists within the state that includes individuals knowledgeable and experienced in the issues of motorcycle safety and roadway operations in order to advise the Governor and the Governor's Highway Safety Representative concerning rider education & training, impaired motorcycle driver enforcement, motorist awareness of motorcycles , road hazards unique to motorcycles, and other matters relating to motorcycle safety. Traditionally motorcyclists are generous with their time and resources in raising hundreds of thousands of dollars each year for charities in communities across Alaska. As the state grapples with the transportation challenges of the next decade, motorcyclists need to have a voice in that debate.

AMSAC reviews and monitors all motorcycle related grant projects, including those supported with 402 and 2010 funds.

#### **AMSAC Committee Voting Members:**

- |                                   |                      |                                   |
|-----------------------------------|----------------------|-----------------------------------|
| 1. Dan Coffey, Chairman           | South Central Region | Leg. Liaison, ABATE of ALASKA     |
| 2. Dan McCrummen, Vice-Chair      | Southeast Region     | President, Juneau ABATE           |
| 3. Craig Breshears, Voting Member | South Central Region | President, ABATE of Alaska        |
| 4. Boyd McFail                    | South Central Region | Motorcycle Enthusiast             |
| 5. Chuck Mitchell                 | Northern Region      | Motorcycle Enthusiast             |
| 6. Cris Rogers                    | South Central Region | Anchorage Racing Lions            |
| 7. Richard York                   | South Central Region | AK Motorcycle Dealers Association |

#### **State Agencies Non-voting members:**

- |                        |   |
|------------------------|---|
| 1. Joanne Olsen        | DMV                                     |
| 2. Captain Hans Brinke | Law Enforcement (Alaska State Troopers) |
| 3. Cindy Cashen        | Alaska Highway Safety Office            |

## **Alaska Association of Chiefs of Police (AACOP)**

AHSO approached members of Alaska Association of Chiefs of Police who agreed to review FFY09 local law enforcement grants. The Chiefs scored the grants based on the AHSO grant scoring criteria. Chiefs did not score their own agency grants and signed conflict of interest statement. Individual scores were shared with the AHSO Administrator and Impaired Driving Project Assistant.

### **AACOP grant reviewers :**

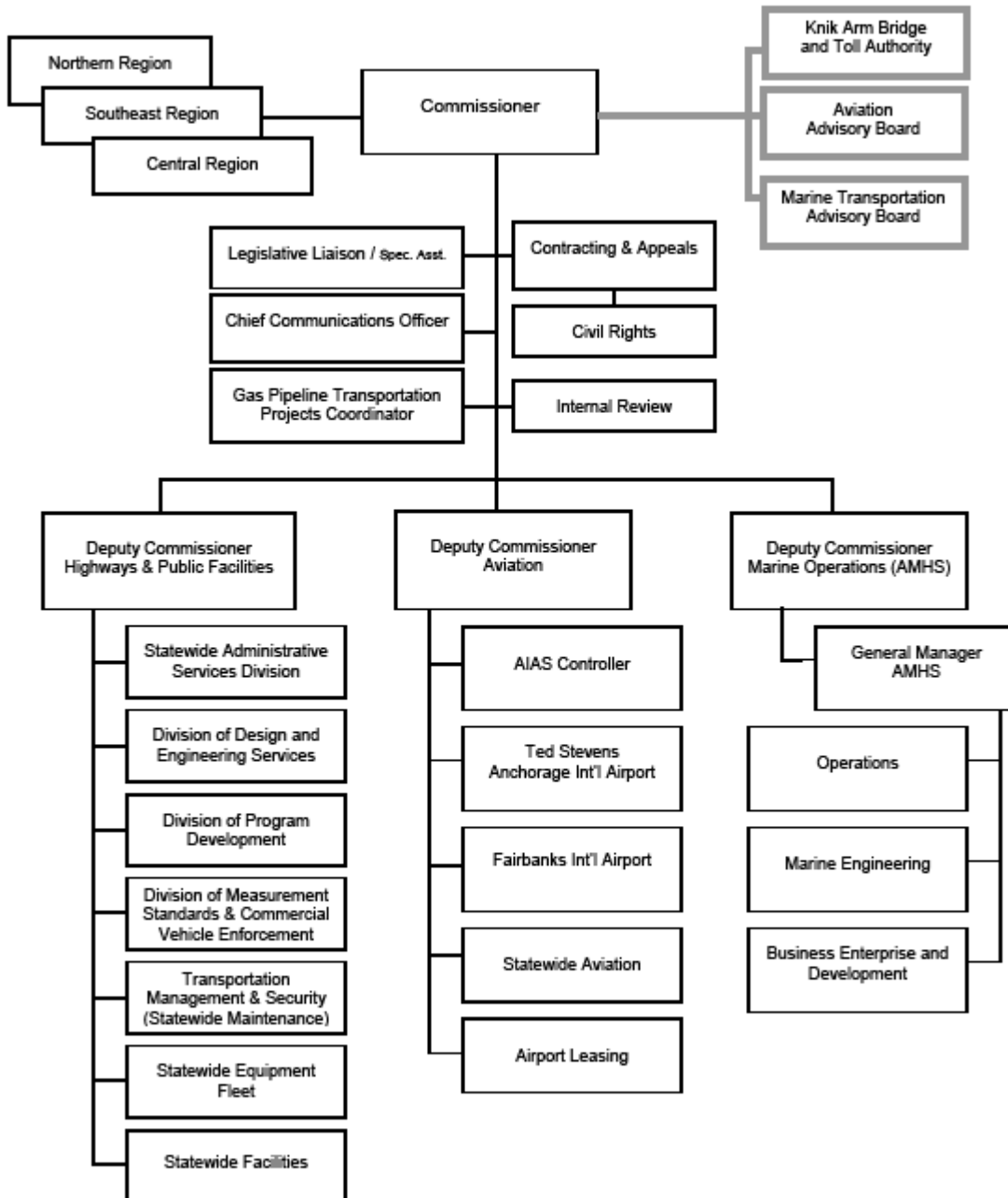
1. Chief Greg Browning, Juneau Police Department, Southeast Region
2. Chief Tom Clemons, Seward Police Department, South Central Region
3. Chief Dan Hoffman, Fairbanks Police Department, Northern Region
4. Chief John Lucking, Soldotna Police Department, South Central Region

### **EQUIPMENT VALUED AT OVER \$5,000.**

- 405K2PM 09-02-01 Alaska State Troopers Visual Information Specialist & CIOT Media – Closed Captioning Software \$9,050.00
- 402AL 09-06-01 Seward Police Department – Speed Message Trailer \$17,960.00
- 402AL 09-06-01 Skagway Police Department - Speed Measurement Trailer \$6,670.00
- 402PT 09-06-02 Anchorage Police Department – Kustom ProLaser units and accessories with one desktop server 6 @ \$6,129.00 totals \$36,774.00
- 402PT 09-06-02 Anchorage Police Department – Total Station w/mapping software and data retrieval system \$14,194.00
- 154AL 09-01-04 Fairbanks Police Department DUI/Traffic Enforcement Unit – '09 Dodge Charger Police Package vehicles – 3 @ \$32,255.00 totals \$96,765.00
- 408K9 09-00-05 DOT/PF Knik-Goose Bay Road Speed Information System – Wavetronix HD Traffic Sensor w/ installation cables and devices \$6,500.00
- 410K8 09-00-05 Alaska State Troopers Bureau of Highway Patrol – In car mounted and portable Panasonic Tough Book Computers 46 @ \$7,500.00 totals \$350,000.00
- 402PT 09-06-01 Cordova Police Department – Smart 850+ Radar Trailer \$9,291.00

# Department of Transportation and Public Facilities

(January 2008)



# HIGHWAY SAFETY PLAN

## ALCOHOL PROGRAM AREA

**Goal:** Reduce the Mileage Death Rate (MDR).

Reduce the number of serious injury and fatal crashes.

Increase the rate of seat belt and child safety restraint use.

**Project Number:** 402PA-09-0-00  
**Project Title:** Planning and Administration

### Project Description

Salaries, benefits, travel, services and supplies and office equipment will be funded for administrative personnel: AHSO Administrator, Accounting Technician, Project Assistants and Research Analyst.

**Budget:** \$250,000.00 Section 402

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**Project Number:** 402AL-09-01-01  
**Project Title:** Alcohol Programs

### Project Description

To Support local agencies and organizations with training, equipment and education which will effectively improve the highway safety within their community.

**Budget:** \$5,000.00 Section 402

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**Project Number:** 402AL 09-01-02  
**Project Title:** Anchorage Hospitality Foundation

### Project Description

For the Anchorage Hospitality Foundation and the hospitality industry to provide an alternative way home and thus remove impaired drivers from Alaska's roads. Specifically, this program has several important goals: 1) Increase the frequency of "Drink Responsible, Drive Responsibly" messages in Alaska; 2) Increase participation as a Designated Driver Program Statewide; 3) Decrease the number of impaired drivers in FFY08 throughout the state.

**Budget:** \$36,000.00 Section 402

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**Project Number:** 402YA 09-28-01  
**Project Title:** Alaska School Activities Association

**Project Description**

To influence the norms and values of underage students around the use of controlled substances, alcohol and tobacco by the implementation of a no tolerance policy for students that participate in athletics and activities thereby contributing to the reduction of the number of motor vehicle accidents involving teenagers in Alaska. The program plan includes a mandatory orientation and information session for parents and students at the beginning of each season or activity. The program plan will develop services to ensure consistence and equal access to all locations around the State of Alaska. Because ASAA serves 70% of high school age children, the board believes it can have a substantial influence on the young people of Alaska. Through the education component of the plan, ASAA can contribute to the overall goals of the Alaska Highway Safety Office and the Highway Safety Plan.

**Budget:** \$50,000.00 Section 402

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**Project Number:** 410K8 09-01-00  
**Project Title:** Planning and Administration

**Project Description**

Salaries, benefits, travel, services and supplies and office equipment will be funded for administrative personnel: AHSO Administrator, Accounting Technician, Project Assistants and Research Analyst.

**Budget:** \$150,000.00 Section 410

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**Project Number:** 410K8 09-00-00  
**Project Title:** Statewide Services

**Project Description**

To support local agencies and organizations with training, equipment and education, including public media which will effectively improve the highway safety within their community.

**Budget:** \$5,000.00 Section 410

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**Project Number:** 410K8 08-00-02  
**Project Title:** Crime Lab Toxicology

**Project Description**

Funding for a full time Toxicologist position with the Washington State Forensic Laboratory and provide toxicology services and expert testimony as needed.

**Budget:** \$141,000.00 Section 410

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**Project Number:** 410K8 08-00-03  
**Project Title:** Crime Lab Travel

**Project Description**

To fund travel costs for speakers as well as hotel costs for the 2009 International Association for Chemical Testing 2009 Conference in Anchorage. IACP members are generally directly responsible for the implementation of DUI enforcement activities in the various states and are directly involved with the reduction of alcohol-impaired driving.

**Budget:** \$15,000.00 Section 410

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**Project Number:** 410K8 09-00-04  
**Project Title:** LEL

**Project Description**

To increase and stimulate the planning and development of aggressive, highly visible state and local enforcement efforts particularly during the National Click It Or Ticket mobilization and the Impaired Driving Crackdown throughout the State of Alaska.

**Budget:** \$100,000.00 Section 410

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**Project Number:** 154PA 09-00-00  
**Project Title:** Planning and Administration

**Project Description**

Salaries, benefits, travel, services and supplies and office equipment will be funded for administrative personnel: AHSO Administrator, Accounting Technician, Project Assistants and Research Analyst.

**Budget:** \$750,000.00 Section 154

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**Project Number:** 154AL 09-01-00  
**Project Title:** Statewide Services

**Project Description**

To support local agencies and organizations with training, equipment and education, including public media which will effectively improve the highway safety within their community.

**Budget:** \$100,000.00 Section 154

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**Project Number:** 154AL 09-01-01  
**Project Title:** **ASTEP DUI Enforcement**

**Project Description**

To pay for overtime and additional enforcement efforts by statewide and local law enforcement agencies in order for them to participate monthly in increased DUI enforcement efforts. In a coordinated effort to curb the number of injuries and deaths caused by impaired drivers, the local law enforcement agencies will patrol the roadway system throughout the state and along the main corridor. Saturation patrols will be highly visible and keep the focus on enforcing the state's impaired driving laws.

**Budget:** **\$550,000.00 Section 154**

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**Project Number:** 154AL 09-01-02  
**Project Title:** **Alaska Court System – DUI Court**

**Project Description**

To support the Alaska Court System's Therapeutic Court Program and closely monitor repeat drunk drivers with a program of in and out-patient treatment, work/school requirement, Naltrexone, 12-step program and monthly court meetings with Therapeutic Court Judges, Prosecutors, Correction Officers, Treatment Providers and Public Defenders. These funds will not cover the Public Defenders time.

**Budget:** **\$851,130.00 Section 154**

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**Project Number:** 154AL 09-01-05  
**Project Title:** **Dept of H&SS ASAP**

**Project Description**

ASAP monitors the majority of Alaska's impaired driving offenders and AHSO will provide support for evaluating the DUI/Refusal Data Monitoring and Tracking System to detect and track high risk clients, as well as to improve the current services provided to high risk clients. Objectives include increased client compliance and decreased recidivism.

**Budget:** **\$400,000.00 Section 154**

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**Project Number:** 154PM 09-02-00  
**Project Title:** **AST CPMS & DUI Media**

**Project Description**

The National slogan, "Drunk Driving. Over The Limit. Under Arrest." and the state slogan, "Drink. Drive. Go To Jail." will serve as the theme for the state's highly visible statewide enforcement and public information efforts. Media efforts will be coordinated with AST and local law enforcement to support the National Impaired Driving Crackdown, CIOT Mobilization and during ASTEP patrols. The Creative Paid Media Specialist will work solely on CIOT and DUI media with 65% of his time being funded from alcohol funds and 35% through OP funds.

**Budget:** **\$554,458.00 Section 154**

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**Project Number:** 154PM 09-02-01  
**Project Title:** **AIPC Safe Families**

**Project Description**

To support a statewide media campaign to coincide with the national mobilizations. Media efforts throughout the year will be coordinated with local police departments, AST and AHSO.

**Budget:** **\$238,00.00 Section 154**

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### Alcohol: Budget Summary

Project Number	Project Title	Budget	Budget Source
402PA-09-00-00	Planning and Administration	\$250,000.00	Section 402
402AL-09-01-01	Alcohol Programs	\$5,000.00	Section 402
402AL 09-01-02	Anchorage Hospitality Found.	\$36,000.00	Section 402
402YA 09-28-01	AK School Activities Assoc.	\$50,000.00	Section 402
410K8 09-01-00	Planning and Administration	\$150,000.00	Section 410
410K8 09-00-01	Statewide Services	\$5,000.00	Section 410
410K8 09-00-02	Crime Lab Toxicology	\$141,000.00	Section 410
410K8 09-00-03	Crime Lab Travel	\$15,000.00	Section 410
410K8 09-00-04	Law Enforcement Liaison	\$100,000.00	Section 410
154PA 09-00-00	Planning and Administration	\$750,000.00	Section 154
154AL 09-01-00	Statewide Services	\$100,000.00	Section 154
154AL 09-01-01	ASTEP DUI Enforcement	\$550,000.00	Section 154
154AL 09-01-02	AK Court System-DUI Court	\$851,130.00	Section 154
154AL 09-01-05	Dept of H&SS ASAP	\$400,000.00	Section 154
154PM 09-02-00	AST CPMS & DUI Media	\$554,458.00	Section 154
154PM 08-02-01	AIPC Safe Families	\$238,000.00	Section 154
<b>402 Total</b>		\$341,000.00	
<b>Total All funds</b>		\$4,195,588.00	

## OCCUPANT PROTECTION PROGRAM AREA

### Goal:

Reduce the Mileage Death Rate (MDR).  
Reduce the number of serious injury and fatal crashes.  
Increase the rate of seat belt and child safety restraint use.

**Project Number:** 402OP 09-04-01  
**Project Title:** 402OP- Occupant Protection Mini Grants

#### Project Description

To support car seat installation assistance and education to caregivers & children. To support certified child passenger safety seat technicians conduct scheduled and requested safety seat checks throughout the state.

To provide child passenger safety devices and restraints to agencies. To support legislation relating to child protection restraints. To support the training of technicians and the attendance of the National Lifesavers conference.

**Budget:** \$2,000.00 Section 402

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**Project Number:** 402OP 09-04-02 A  
**Project Title:** AIPC CPS

#### Project Description

To support the Alaska Injury Prevention Center and the Dept of Health and Social Services partnership of the Alaska Child Passenger Safety Program. To support the development of their system to streamline administrative and instructional processes to ensure the quality and integrity of CPS training and inspection programs, lower equipment costs through wholesale procurement practices, and establish a sustainable statewide network that will enhance transportation safety.

**Budget:** \$149,700.00 Section 402

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**Project Number:** 402OP 09-04-02 B  
**Project Title:** AIPC Seat Belt Survey

**Project Description**

AIPC will conduct the annual National Occupant Protection User Survey (NOPUS) using NHTSA standards and provide public information through a national and state report.

**Budget:** \$32,300.00 Section 402

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**Project Number:** 402OP 09-04-03  
**Project Title:** H&SS-Alaska Child Passenger Safety Tech Training

**Project Description**

To provide an administrative and instructional system to insure that child passenger safety (CPS) inspection and trainings maintain appropriate standards. Communications and support to CPS programs is provided statewide. Maintains and supports statewide communication of injury prevention activities, meetings and current information on recalls, event calendars and CPS changes.

**Budget:** \$100,000.00 Section 402

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**Project Number:** 402OP 09-04-04  
**Project Title:** Central Peninsula General Hospital Safe Kids

**Project Description**

To provide a coalition for an unintentional injury prevention program operated by non-profit CPH in Soldotna. It is part of Safe Kids USA/Worldwide in Washington D.C.

**Budget:** \$41,000.00 Section 402

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**Project Number:** 402OP 09-04-05  
**Project Title:** Fairbanks Memorial Hospital Safe Rider Program

**Project Description**

To support the effort for childhood injury prevention through child passenger safety coordination classes, instructional trainings and providing help for staff of these functions.

**Budget:** \$70,000.00 Section 402

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**Project Number:** 402OP 09-04-06  
**Project Title:** **Mat-Su Child Passenger Safety Program**

**Project Description**

To provide training, education and equipment needs of the "Mat-Su Services for Children and Adults", a non-profit that has been providing car seat safety checks since 1999.

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**Budget:** **\$32,460.00** **Section 402**

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**Project Number:** 402OP 09-04-07  
**Project Title:** **SEARHC- Kids on the Move**

**Project Description**

To reduce deaths and injuries of children resulting from motor vehicle crashes in Southeast Alaska. A certified child passenger safety seat instructor and technicians will hold monthly safety seat checks, and will be available to assist people on an individual basis as well.

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**Budget:** **\$63,500** **Section 402**

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**Project Number:** 402OP 09-04-08  
**Project Title:** **Fairbanks Volunteers In Policing**

**Project Description**

To reduce the deaths and injuries of children resulting from motor vehicle crashes in Fairbanks and Interior Alaska. VIP will provide car seat installation assistance and education through trained, certified instructors and work in partnership with local law enforcement and the medical and public schools community.

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**Budget:** **\$50,000.00** **Section 402**

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**Project Number:** 402OP 09-04-09  
**Project Title:** **Lifesavers Conference**

**Project Description**

To support the training of law enforcement personnel by their attendance at the National Lifesavers conference.

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**Budget:** **\$15,000.00** **Section 402**

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**Project Number:** 402PT 09-06-03  
**Project Title:** **ASTEP Seat Belt CIOT Enforcement**

**Project Description**

To support Alaska's Strategic Traffic Enforcement Partnership enforcement of seat belt laws. Similar to the statewide "Over the Limit. Under Arrest. Drink. Drive. Go To Jail." impaired driving program, the seatbelt mobilizations will require coordination of overtime enforcement activities by the Alaska State Troopers and local police departments including Anchorage, Wasilla, Palmer, Fairbanks, North Pole, Dillingham, Juneau, Kenai, Homer, Houston, Soldotna, Seward, Kodiak, UA Fairbanks, Unaslaka and Sitka. Departments willing to commit patrol and reporting time to this effort will receive the necessary funding. During the year and in addition to the mobilizations, high visibility sustained overtime enforcement will occur monthly in various communities throughout the state with additional overtime enforcement during traditional high periods to include all major holidays.

**Budget:** **\$250,000.00 Section 402**

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**Project Number:** 402PM 09-25-01  
**Project Title:** **AST CPMS & CIOT Media**

**Project Description**

To support a statewide occupant protection media campaign with the slogan, "Click It Or Ticket" to serve as the theme for the state's highly visible public information efforts. AHSO will coordinate a paid media campaign to coincide with the national seatbelt mobilizations. Media efforts throughout the year will be coordinated with local police departments, AST and AHSO. The Creative Paid Media Specialist will work solely on CIOT and DUI media with 65% of his time being funded from alcohol funds and 35% through OP funds.

**Budget:** **\$180,000.00 Section 402**

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**Project Number:** 405K2 09-01-01  
**Project Title:** **ASTEP Seat Belt (CIOT) Enforcement**

**Project Description**

To support Alaska's Strategic Traffic Enforcement Partnership enforcement of seat belt laws. Similar to the statewide "Over the Limit. Under Arrest. Drink. Drive. Go To Jail." impaired driving program, the seatbelt mobilizations will require coordination of overtime enforcement activities by the Alaska State Troopers and local police departments including Anchorage, Wasilla, Palmer, Fairbanks, North Pole, Dillingham, Juneau, Kenai, Homer, Houston, Soldotna, Seward, Kodiak, UA Fairbanks, Unalaska and Sitka. Departments willing to commit patrol and reporting time to this effort will receive the necessary funding. During the year and in addition to the mobilizations, high visibility sustained overtime enforcement will occur monthly in various communities throughout the state with additional overtime enforcement during traditional high periods to include all major holidays.

**Budget:** **\$150,000.00 Section 405**

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**Project Number:** 405K2PM 09-02-01  
**Project Title:** **AST CPMS & CIOT Media**

**Project Description**

To support a statewide occupant protection media campaign with the slogan, "Click It Or Ticket" to serve as the theme for the state's highly visible public information efforts. AHSO will coordinate a paid media campaign to coincide with the national seatbelt mobilizations. Media efforts throughout the year will be coordinated with local police departments, AST and AHSO. The Creative Paid Media Specialist will work solely on CIOT and DUI media with 65% of his time being funded from alcohol funds and 35% through OP funds.

**Budget:** **\$129,690.00 Section 405**

**Occupant Protection: Budget Summary**

Project Number	Project Title	Budget	Budget Source
402OP 09-04-01	OP Mini Grants	\$2,000.00	Section 402
402OP 09-04-02 A	AIPC CPS Program	\$149,700.00	Section 402
402OP 09-04-02 B	AIPC Seatbelt Survey	\$32,300.00	Section 402
402OP 09-04-03	H&SS-AK CPS Tech.	\$100,000.00	Section 402
402OP 09-04-04	Central Peninsula Gen. Hosp. Safe Kids	\$41,000.00	Section 402
402OP 09-04-05	Fairbanks Mem. Hosp. Safe Rider Program	\$70,000.00	Section 402
402OP 09-04-06	Mat-Su CPS Program	\$32,460.00	Section 402
402OP 09-04-07	SEARHC-Kids on the Move	\$63,500.00	Section 402
402OP 09-04-08	Fairbanks Volunteers in Policing	\$50,000.00	Section 402
402OP 09-04-09	Lifesavers Conference	\$15,000.00	Section 402
402PT 09-06-03	ASTEP CIOT Enforcement	\$250,000.00	Section 402
402PM 09-25-01	AST CPMS & CIOT Media	\$180,000.00	Section 402
405K2 09-01-01	ASTEP Seat Belt (CIOT) Enforcement	\$150,000.00	Section 405
405K2PM 09-02-01	AST CPMS & CIOT Media	\$129,690.00	Section 405
<b>402 Total</b>		\$978,960.00	
<b>Total All funds</b>		\$1,258,650.00	

## PEDESTRIAN/BICYCLE SAFETY PROGRAM AREA

### Goal:

**Reduce the Mileage Death Rate (MDR).**  
**Reduce the number of fatalities and serious injuries.**  
**Increase the rate of seat belt and child safety restraint use.**

**Project Number:** PS 09-05-01  
**Project Title:** Pedestrian & Bicycle Mini Grants

#### Project Description

To support bicycle and pedestrian projects during bicycle safety rodeos, school presentations and similar events. To support the education of pedestrian safety, and conduct public information campaigns about pedestrian and bicyclist responsibilities in traffic and use of bicycle helmets.

**Budget:** \$2,000.00      **Section 402**

### Pedestrian/Bicycle Safety Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
PS 09-05-01	Pedestrian & Bicycle Mini Grants	\$2,000.00	Section 402
402 Total		\$2,000.00	
Total All funds		\$2,000.00	

## POLICE TRAFFIC SERVICES PROGRAM AREA

### Goal:

**Reduce the Mileage Death Rate (MDR).**  
**Reduce the number of fatalities and serious injuries.**  
**Increase the rate of seat belt and child safety restraint use.**

**Project Number:** 402AL 09-01-03  
**Project Title:** North Pole Traffic Enforcement Officer

#### **Project Description**

To fund a DUI/Traffic Enforcement Officer based in North Pole. This will include partnerships with community leaders, organizations, businesses and citizens to address the overall traffic problem in the community. Efforts will be focused on weekend DUI enforcement including taking part in the national campaigns, traffic safety problems including intensive traffic enforcement that focuses on impaired driving and speeding.

**Budget:** **\$108,114.00 Section 402**

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**Project Number:** 402PT 09-06-01  
**Project Title:** Local Law Enforcement Grants

#### **Project Description**

To support local law enforcement with equipment, training and education throughout the state based on state and local data:

To equip Kodiak with traffic safety equipment to be available during emergencies or planned community events that will provide its officers with the tools necessary to control highway traffic at the scene of traffic collisions as well as provide increased safety to those officers as well as motorists who must navigate around traffic scenes in other than ideal circumstances. \$7,334.00

To equip Seward Pd with a speed-message trailer to re-focus a driver's attention to the hazardous conditions ahead, and cause them to lower their speeds accordingly and have proper "driver attention". The trailer will show speeders how much they are exceeding the speed limit and cause them to slow down, making the roads safer when officers are unable to patrol those areas. \$17,960.00

To enhance traffic enforcement efficiency by providing each officer of the Soldotna Police Department with personal data devices which will provide them with instant wireless communication, access to the traditional law enforcement databases: APSIN, NLETS and NCIC as well as audio and video recording and transmittal capabilities. This technology will benefit prosecutors, promote officer safety by allowing officers to spend more time in their patrol vehicles on the street and less time in the office handling paperwork. \$75,441.00

To equip Skagway Pd with a speed measurement trailer to reduce speeding and enhance pedestrian safety. The trailer will show drivers how much they are exceeding the speed limit and cause them to slow down, making the roads safer when officer's are unable to patrol those high traffic pedestrian areas. Radar units will allow officers to legally enforce speed limits and in-car video systems will provide officer's video testimonies and video evidence for traffic infractions that will enhance the DUI and DUID court cases. \$19,971.76

To equip Cordova PD with a Smart 850 + Radar Trailer that would help pinpoint problem traffic areas in their Community. Due to having only 3 officer positions filled, the police department is unable to enforce their speeding problems effectively to provide safe roadways. The High School is located one block off Copper River Highway where the speed limit is 55 miles per hour. The radar trailer will not only be a deterrent to slow drivers down but will also provide necessary information to identify problem areas. Trailer will be equipped with a computer that tracks traffic volume and speed statistics and Cordova PD will then be able to utilize their limited manpower to more efficiently cite violators and thereby provide a safer road system for all the citizens of Cordova. \$9,291.00

**Budget:** **\$200,000.00 Section 402**

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**Project Number:** 402PT 09-06-02  
**Project Title:** Anchorage PD Traffic Equipment

**Project Description**

To support the Anchorage PD for equipment that will be utilized to enhance traffic enforcement to reduce crash fatalities, injuries and property damage especially during times of high vehicle travel within the Municipality of Anchorage.

**Budget:** \$55,205.00 Section 402

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**Project Number:** 410K8 09-00-05  
**Project Title:** AST Bureau of Highway Patrol

**Project Description**

AST will strive to improve safety for everyone through proactive leadership; sustained-high visibility enforcement, education and technology to reach the vision: Everyone Counts: zero deaths and injuries on Alaska's surface transportation system.

**Budget:** \$420,000.00 Section 410

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**Project Number:** 1906K10 09-00-00  
**Project Title:** Statewide Services

**Project Description**

To support local agencies and organizations with training, equipment and education, including public media which will effectively improve the highway safety within their community.

**Budget:** \$38,352.00 Section 1906

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**Project Number:** 1906K10 09-00-01  
**Project Title:** AST Bureau of Highway Patrol

**Project Description**

AST will strive to improve safety for everyone through proactive leadership; sustained-high visibility enforcement, education and technology to reach the vision: Everyone Counts: zero deaths and injuries on Alaska's surface transportation system.

**Budget:** \$500,000.00 Section 1906

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**Project Number:** 154AL 09-00-06  
**Project Title:** **AST Bureau of Highway Patrol**

**Project Description**

AST will strive to improve safety for everyone through proactive leadership; sustained-high visibility enforcement, education and technology to reach the vision: Everyone Counts: zero deaths and injuries on Alaska's surface transportation system.

**Budget:** **\$2,000,000.00 Section 154**

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**Project Number:** 410K9 09-00-06  
**Project Title:** **Traffic Safety Resource Prosecutor (TSRP)**

**Project Description**

The Traffic Safety Resource Prosecutor (TSRP) will provide critical support to enhance the capability of the States' prosecutors to effectively prosecute traffic safety violations. The TSRP will develop and provide training programs for prosecutors, law enforcement, and other traffic safety professionals with an emphasis on effective prosecution of impaired driving cases. The TSRP will provide technical assistance and legal research to prosecutors. The TSRP will prepare briefs, legal memorandum and other pleadings for use at hearings, trials and other cases.

**Budget:** **\$131,700.00 Section 410**

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**Project Number:** 154AL 09-01-03  
**Project Title:** **Fairbanks PD – Equipment**

**Project Description**

To provide Fairbanks PD with saturation patrol-related speed display boards, police car cameras and radars to utilize towards traffic safety within the Fairbanks area. Of the 84 fatalities in the State of Alaska, 11 occurred in the Fairbanks area and of those, 29% were alcohol related and Fairbanks. Based on the statistics compiled and reported, Fairbanks PD has made traffic safety a high priority.

**Budget:** **\$85,480.00 Section 154**

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**Project Number:** 154AL 09-01-04  
**Project Title:** Fairbanks PD DUI/Traffic Enforcement Unit

#### Project Description

In a coordinated effort to curb the number of injuries and deaths caused by impaired drivers; the Fairbanks Police Department will manage a DUI/Traffic Enforcement Team to patrol the roadway system of the Fairbanks area. The team will be highly visible and keep the focus on enforcing the state's impaired driving laws. The team has been operating since April 2006, with the support of AHSO. Additionally, the Fairbanks Police Department will offer concentrated DUI enforcement around the area in a manner that provides a steady increase in both actual arrests and in public awareness of the departments' commitment to DUI eradication.

**Budget:** \$772,680.00 Section 154

### Police Traffic Services Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
402AL 09-01-03	North Pole Traffic Enforcement Officer	\$108,114.00	Section 402
402PT 09-06-01	Local Law Enforcement Grants	\$200,000.00	Section 402
402PT 09-06-02	Anchorage PD Traffic Equipment	\$55,205.00	Section 402
410K8 09-00-05	AST Bureau of Highway Patrol	\$420,000.00	Section 410
1906K10 09-00-00	Statewide Services	\$38,352.00	Section 1906
1906K10 09-00-01	AST Bureau of Highway Patrol	\$500,000.00	Section 1906
154AL 09-01-06	AST Bureau of Highway Patrol	\$2,000,000.00	Section 154
410K8 09-00-06	Traffic Safety Resource Prosecutor	\$131,700.00	Section 410
154AL 09-01-03	Fairbanks PD Equipment	\$85,480.00	Section 154
154AL 09-01-04	Fairbanks PD DUI/Traffic Enforcement Unit	\$772,680.00	Section 154
<b>402 Total</b>		\$363,319.00	
<b>Total All funds</b>		\$4,311,531.00	

## SAFE COMMUNITIES PROGRAM AREA

### Goal:

**Reduce the Mileage Death Rate (MDR).**  
**Reduce the number of fatalities and serious injuries.**  
**Increase the rate of seat belt and child safety restraint use.**

**Project Number:** 402SA 09-17-01  
**Project Title:** Alaska Moose Federation

#### Project Description

To reduce vehicle verses moose highway collisions by providing healthy wintering habitat enhancement away from known collision corridors and to create winter connectivity snow trails. The removal and salvage of carcasses on and adjacent to roadways within these corridors is also done and the meat donated to charities.

**Budget:** \$100,000.00 Section 402

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**Project Number:** 402TC 09-21-01  
**Project Title:** "Offenders Without Licenses" (OWL) Coordinator

#### Project Description

To provide assistance in gaining driver's license reinstatement for participants who resolve the underlying reason(s) for the suspension but cannot afford the financial burden associated with reinstatement. Case management services and specific monetary assistance (SR-22 and fees) will be provided on a financial need basis.

**Budget:** \$80,000.00 Section 402

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## Safe Communities Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
402SA 09-17-01	Alaska Moose Federation	\$100,000.00	Section 402
402TC 09-21-01	"Offenders Without Licenses"(OWL) Coordinator	\$80,000.00	Section 402
<b>402 Total</b>		\$180,000.00	
<b>Total All funds</b>		\$180,000.00	

## TRAFFIC RECORDS PROGRAM AREA

### Goal:

Reduce the number of days between data collection and data input for all traffic crashes.

**Project Number:** 402TR 09-07-01  
**Project Title:** Traffic Records Travel

#### Project Description

To provide travel, contractual services, coordination of events, and traffic license maintenance fees related to the ATRCC Traffic Record Assessment projects and improvement of statewide traffic record system

**Budget:** \$10,000.00 Section 402

**Project Number:** 402TR 09-07-02  
**Project Title:** TraCS License Fee

#### Project Description

For the annual license fee to keep a electronic citation support agreement with the Iowa TraCS agency.

**Budget:** \$26,000.00 Section 402

**Project Number:** 408K9 09-00-00  
**Project Title:** **Statewide Services**

**Project Description**

To support local agencies and organizations with training, equipment and education, including public media which will effectively improve the highway safety within their community.

**Budget:** **\$50,000.00 Section 408**

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**Project Number:** 408K9 09-00-01  
**Project Title:** **H&SS AK Crash Outcomes Pilot**

**Project Description**

To prevent impaired persons from driving thereby eliminating alcohol-related incidents. This will be accomplished by increasing service availability for substance abuse prevention and treatment as measured by the availability of Alcohol Safety Action Program services within communities.

**Budget:** **\$99,700.00 Section 408**

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**Project Number:** 408K9 09-00-02  
**Project Title:** **12-200 Electronic Crash Data Entry Protocol**

**Project Description**

To improve the timeliness, accuracy and completeness of the collection and entry of electronic crash data records. This will be done by adopting, implementing, certifying and requiring the use of standardized field edits and standardized data transmission protocols from law enforcement systems to the State.

**Budget:** **\$113,400.00 Section 408**

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**Project Number:** 408K9 09-00-03  
**Project Title:** 12-200 Crash Form Training Project

**Project Description**

To establish a consistent way to collect crash data by the use of ANSI D-16, ANSI D-20 and MMUCC and provide training on filling out the 12-200 crash form. The intention of this project is to increase data accuracy, improve data compatibility, make statistical studies more reliable and address noted deficiencies on the 2007 Alaska Traffic Records Assessment.

**Budget:** \$103,400.00 Section 408

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**Project Number:** 408K9 09-00-04  
**Project Title:** Traffic Records System Single Portal Pilot Project

**Project Description**

To design a traffic records system with a Map/GIS user interface for access through a single portal. This is to address 2007 Alaska Traffic Safety Records Assessment recommendations that include MPO's and local jurisdictions on the statewide coordinating committee, consider developing a traffic records clearinghouse, promote data sharing, promote data linkage and resolve GIS layers of different scales and versions.

**Budget:** \$58,000.00 Section 408

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**Project Number:** 408K9 09-00-05  
**Project Title:** Knik-Goose Bay road speed Information System

**Project Description**

To reduce the serious and fatal highway crashes on the Knick-Goose Bay Road corridor by providing the capability to monitor the speed patterns and target enforcement activities. Installation of up to five speed monitoring sensors will be done at DOT passive traffic stations. The data will be available in close to real-time.

**Budget:** \$40,000.00 Section 408

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**Project Number:** 408K9 09-00-06  
**Project Title:** DMSCVE Commercial Vehicle Analysis Report

**Project Description**

This is the third and final phase of the Commercial Vehicle Analysis and Reporting System. It improves the collection and analysis of commercial motor vehicle crash data. The goal is to provide a way for Alaska to achieve a State Safety Data Quality overall rating of "Good".

**Budget:** **\$75,000.00 Section 408**

**Traffic Records Program Area: Budget Summary**

Project Number	Project Title	Budget	Budget Source
402TR 09-07-01	Traffic Records Travel	\$10,000.00	Section 402
402TR 09-07-02	TraCS License Fee	\$26,000.00	Section 402
408K9 09-00-00	Statewide Services	\$50,000.00	Section 508
408K9 09-00-01	H&SS AK Crash Outcomes Pilot	\$99,700.00	Section 408
408K9 09-00-02	12-200 Electronic Crash Data Entry Protocol	\$113,400.00	Section 408
408K9 09-00-03	12-200 Crash Form Training Project	\$103,400.00	Section 408
408K9 09-00-04	Traffic Records System Single Portal Pilot Project	\$58,000.00	Section 408
408K9 09-00-05	Knik-Goose Bay road speed Information System	\$40,000.00	Section 408
408K9 09-00-06	DMSCVE Commercial Vehicle Analysis Report	\$75,000.00	Section 408
<b>402 Total</b>		\$36,000.00	
<b>Total All funds</b>		\$575,500.00	

## EMERGENCY MEDICAL SERVICES PROGRAM AREA

### Goal:

- Reduce the Mileage Death Rate (MDR).
- Reduce the number of injury and fatal crashes.
- Reduce the ratio of impaired driving related fatalities.
- Increase the restraint use rate by all motor vehicle occupants.
- Reduce the number of Bicyclists and Pedestrians killed or injured in crashes.

**Project Number:** 402EM 09-02-01  
**Project Title:** American Red Cross

#### Project Description

To support the Mat-Su Youth Court and 5 other youth oriented partners to increase the number of licensed and permitted drivers who have American Red Cross CPR/AED and First Aid training. The purpose is to make the roadways in the Mat-Su Borough safer in the event of injuries and accidents by enabling drivers with the knowledge and skills to provide care while emergency responders are en route. This will be achieved by training instructors in partner agencies who will in turn train the youth within their organizations in CPS/AED and First Aid as well as youth court juvenile offenders as part of their CWS requirement.

**Budget:** \$40,000.00 Section 402

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**Project Number:** 402EM 09-02-02  
**Project Title:** SEARHC Youth First Responders

#### Project Description

To provide youth with the opportunity for in-depth and experiential education in emergency medical services (EMS) to increase the number of trained responders and support injury prevention education. Improving EMS response to motor vehicle crashes on the Prince of Wales Island by increasing the number of trained EMS responders and to decrease the number of injuries related to motor vehicles by providing injury prevention training by actively engaging high school students by teaching ETT/EMT classes in the rural schools. This program will encourage their future commitment to EMS response in their community as well as invigorate current responders.

**Budget:** \$48,000.00 Section 402

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### Emergency Medical Services Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
402EM 09-02-01	American Red Cross	\$40,000.00	Section 402
402EM 09-02-02	SEARHC Youth First Responders	\$48,000.00	Section 402
402 Total		\$88,000.00	
Total All funds		\$88,000.00	

## MOTORCYCLE SAFETY PROGRAM AREA

### Goal:

**Reduce the Mileage Death Rate (MDR).**  
**Reduce the number of injury and fatal crashes.**  
**Reduce the ratio of impaired driving related fatalities.**

**Project Number:** 402MC 09-03-01

**Project Title:** Juneau ABATE

#### Project Description

To continue providing its successful MSF certified rider education program by improving the knowledge and skills of current certified rider education trainers, and increasing the number of rider education trainers. Organize the 6th annual motorcycle awareness campaign during the month of May (Motorcycles and You). Provide rider education classes which is the foundation for promoting the safe operation of motorcycles and collision avoidance.

**Budget:** **\$35,000.00 Section 402**

**Project Number:** K6 09-00-01

**Project Title:** Statewide Services

#### Project Description

Programs recommended by a Committee of Motorcycle Safety Advisors aimed at motorcycle awareness and training. Media campaigns and motorcycle training courses are two areas of interest and motorcycle users and those who share the road with them are the two target audiences. A sub-target is the impaired motorcyclist. Also covered would be costs to travel and conduct meetings of the Safety Advisors and Motorcycle Experts.

**Budget:** **\$100,000.00 Section 2010**

**Project Number:** K6 09-00-02  
**Project Title:** Juneau ABATE

**Project Description**

To continue providing its successful MSF certified rider education program by improving the knowledge and skills of current certified rider education trainers, and increasing the number of rider education trainers. Organize the 6th annual motorcycle awareness campaign during the month of May (Motorcycles and You). Provide rider education classes which is the foundation for promoting the safe operation of motorcycles and collision avoidance.

**Budget:** \$11,760.00 Section 2010

**Motorcycle Safety Program Area: Budget Summary**

Project Number	Project Title	Budget	Budget Source
402MC 09-03-01	Juneau ABATE	\$35,000.00	Section 402
K6 09-00-01	Statewide Services	\$100,000.00	Section 2010
K6 09-00-02	Juneau ABATE	\$11,760.00	Section 2010
402 Total		\$35,000.00	
Total All funds		\$111,760.00	

**TRAFFIC ENGINEERING SERVICES PROGRAM AREA**

**Goal:**

Reduce the Mileage Death Rate (MDR).  
Reduce the number of injury and fatal crashes.  
Reduce the ratio of impaired driving related fatalities.  
Reduce the number of Bicyclists and Pedestrians killed or injured in crashes.

**Project Number:** 154 HE 09-03-01  
**Project Title:** Hazard Elimination Funds

**Project Description**

Hazard Elimination projects will be funded in FY08 with section 154 as part of the Highway Safety Improvement Projects (HSIP) and HAS Web 12-200 Projects.

**Budget:** \$11,000,000.00 Section 154

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**Project Number:** 164 HE 09-00-01  
**Project Title:** Hazard Elimination Funds

**Project Description**

Hazard Elimination projects will be funded in FY08 with section 164 as part of the Highway Safety Improvement Projects (HSIP).

**Budget:** \$20,000,000.00 Section 154

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**Traffic Engineering Services Program Area: Budget Summary**

Project Number	Project Title	Budget	Budget Source
154 HE 09-03-01	Hazard Elimination Funds	\$11,000,000.00	Section 154
164 HE 09-00-01	Hazard Elimination Funds	\$20,000,000.00	Section 164
<b>402 Total</b>			
<b>Total All funds</b>		\$31,000,000.00	

## **CERTIFICATIONS AND ASSURANCES**

### **State Certifications and Assurances**

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

### **Certifications and Assurances**

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the

reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

### **The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):**

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
  - 1) The dangers of drug abuse in the workplace.
  - 2) The grantee's policy of maintaining a drug-free workplace.
  - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
  - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
  - 1) Abide by the terms of the statement.
  - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
  - 1) Taking appropriate personnel action against such an employee, up to and including termination.
  - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

### **Buy America Act**

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

### **Political Activity (Hatch Act)**

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

### **Certification Regarding Federal Lobbying**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee

of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.
4. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

### **Restriction on State Lobbying**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

### **Certification Regarding Debarment and Suspension**

#### **Instructions for Primary Certification**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared

ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

#### **Certification Regarding Debarment, Suspension, and Other Responsibility Matters- Primary Covered Transactions**

1. The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
  - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
  - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
  - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

## Instructions for Lower Tier Certification

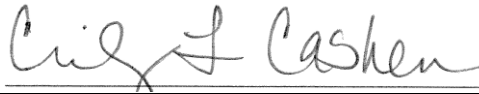
1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

**Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions:**

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

**Environmental Impact**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2009 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



**Governor's Representative for Highway Safety**

8/25/08

**Date**

## FEDERALLY FUNDED PROGRAMS

**Previous Balance** - The balance of Federal funds obligated and available for expenditure by the State in the current fiscal year, as of the last Federally-approved transaction. The total of this column may not exceed the sum of the State's current year obligation limitation and prior year funds carried forward. (The column is left blank on the updated Cost Summary required to be submitted under 23 CFR §1200.12(d). For subsequent submissions, the amounts in this column are obtained from the "Current Balance" column of the immediately preceding Cost Summary.)

**Increase/(Decrease)** - The amount of change in Federal funding, by program area, from the funding reflected under the "Previous Balance".

**Current Balance** - The net total of the "Previous Balance" and the "Increase/(Decrease)" amounts. The total of this column may not exceed the sum of the State's current year obligation limitation and prior year funds carried forward.

**Federal Share to Local** - Total Federal funds dedicated to programs implemented for the benefit of local governmental entities.

### NHTSA/FHWA Program Area Codes

#### NHTSA Program Areas

**PA...Planning & Administration**

**AL...Alcohol**

**EM...Emergency Medical Services**

**MC...Motorcycle Safety**

**OP...Occupant Protection**

**PS...Pedestrian/Bicycle Safety**

**PT...Police Traffic Services**

**TR...Traffic Records**

**AI...Accident Investigation**

**CP...Community Traffic Safety Project**

**CL...Codes and Laws**

**DC...Debris Hazard Control**

**DE...Driver Education**

**DL...Driver Licensing**

**IS...Identification & Surveillance**

**PM...Paid Advertising**

**RH...Rail-Highway Crossing**

**RS...Roadway Safety**

**SA...Safe Communities**

**SB...School Bus**

**SE...Speed Enforcement**

**TC...**Traffic Courts  
**VI...**Periodic Motor Vehicle Inspection  
**VR...**Motor Vehicle Registration  
**SC...Speed Control**  
**RH...**Rail/Highway Crossings

157 FUNDS USED AS NHTSA 402

**157PA...**Planning & Admin.  
**157AL...**Alcohol  
**157EM...**Emergency Med. Services  
**157MC...**Motorcycle Safety  
**157OP...**Occupant Protection  
**157PS...**Pedestrian/Bicycle Safety  
**157PT...**Police Traffic Services  
**157TR...**Traffic Records  
**157AI...**Accident Investigation  
**157CP...**Comm. Traffic Safety Project  
**157CL...**Codes and Laws  
**157DC...**Debris Hazard Control  
**157DE...**Driver Education  
**157DL...**Driver Licensing  
**157IS...**Identification & Surveillance  
**157RH...**Rail-Highway Crossing  
**157SA...**Safe Communities  
**157SB...**School Bus  
**157SC...**Speed Control  
**157SE...**Speed Enforcement  
**157TC...**Traffic Courts  
**157VI...**Per. Motor Vehicle Inspection  
**157VR...**Motor Vehicle Registration  
**157PM-**Paid Advertising

Incentive Funds

**HB...**153 Helmets & Belts  
**J3...**2003b Child Passenger Protection  
**J2...**405 Occupant Protection  
**J6...**408 Alcohol  
**J7...**410 Alcohol(ISTEA)

**J8...410 Alcohol (TEA21)**

**J9...411 Data Program**

Special Funding Areas

**CR...Child Restraint**

**LE...Safety Belt**

**SO...Special Occupant Protect.**

**SS...School Bus Set Aside**

**TS...Traffic Records**

**YA...Youth Alcohol**

**NHTSA 157 INCENTIVE FUNDS**

157J2...157 as 405 Occupant Protection Program

157J8...157 as 410 Alcohol

157J9...157 as 411 Data Program

TRANSFER FUNDS (Pre-TEA21 &TEA21)

Pre-TEA-21:

For Section 153 Transfer funds add a "T" in front of the Program Area.

TEA-21:

**154AL ...Alcohol**

**154HE ....Hazard Elimination**

**154PA ....Planning & Administration**

**154PM....Paid Advertising**

**163 OP...Occupant Protection**

**164AL ....Alcohol**

**164HE ....Hazard Elimination**

**164PA ....Planning & Administration**

**164PM....Paid Advertising**

FHWA Program Areas

**FPA...Planning & Administration**

**FPS...Pedestrian Safety**

**FTE...Traffic Engineering Services**

**FHD...Highway Design**

**FIS**...Identification & Surveillance

**FSC**...**Speed Control**

**FRH**...Rail/Highway Crossing

Special Funding Areas

FSM...Safety Management

FSB...School Bus

**NOTE: Priority Areas are bolded and underlined for NHTSA and FHWA program areas**

# Highway Safety Plan Cost Summary

Page 1 of 3

State: Alaska  
 U.S. Department of Transportation National Highway Traffic Safety Administration  
**Highway Safety Plan Cost Summary**  
 2009-HSP-1  
 For Approval

Page: 1  
 Report Date: 08/28/2008

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2009-09-00-00	Planning and Administration	\$ .00	\$73,000.00	\$ .00	\$250,000.00	\$250,000.00	\$ .00
	<b>Total</b>		<b>\$ .00</b>	<b>\$73,000.00</b>	<b>\$ .00</b>	<b>\$250,000.00</b>	<b>\$250,000.00</b>	<b>\$ .00</b>
<b>Alcohol</b>								
	AL-2009-09-01-01	Alcohol Programs	\$ .00	\$ .00	\$ .00	\$5,000.00	\$5,000.00	\$ .00
	AL-2009-09-01-02	Anchorage Hospitality Foundation	\$ .00	\$ .00	\$ .00	\$36,000.00	\$36,000.00	\$ .00
	AL-2009-09-01-03	North Pole Traffic Enforcement Officer	\$ .00	\$ .00	\$ .00	\$108,114.00	\$108,114.00	\$ .00
	<b>Alcohol Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$149,114.00</b>	<b>\$149,114.00</b>	<b>\$ .00</b>
<b>Emergency Medical Services</b>								
	EM-2009-09-02-01	American Red Cross	\$ .00	\$ .00	\$ .00	\$40,000.00	\$40,000.00	\$ .00
	EM-2009-09-02-02	SEARHC Youth First Responders	\$ .00	\$ .00	\$ .00	\$48,000.00	\$48,000.00	\$ .00
	<b>Emergency Medical Services Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$88,000.00</b>	<b>\$88,000.00</b>	<b>\$ .00</b>
<b>Motorcycle Safety</b>								
	MC-2009-09-03-01	Juneau ABATE	\$ .00	\$ .00	\$ .00	\$35,000.00	\$35,000.00	\$ .00
	<b>Motorcycle Safety Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$35,000.00</b>	<b>\$35,000.00</b>	<b>\$ .00</b>
<b>Occupant Protection</b>								
	OP-2009-09-04-01	Occupant Protection Mini Grants	\$ .00	\$ .00	\$ .00	\$2,000.00	\$2,000.00	\$ .00
	OP-2009-09-04-02	AIPC CPS and Seatbelt Survey	\$ .00	\$ .00	\$ .00	\$175,000.00	\$175,000.00	\$ .00
	OP-2009-09-04-03	H&SS AK Child Passenger Safety Tech Trail	\$ .00	\$ .00	\$ .00	\$100,000.00	\$100,000.00	\$ .00
	OP-2009-09-04-04	Central Peninsula General Hospital Safe	\$ .00	\$ .00	\$ .00	\$41,000.00	\$41,000.00	\$ .00
	OP-2009-09-04-05	Fairbanks Memorial Hospital Safe Rider P	\$ .00	\$ .00	\$ .00	\$70,000.00	\$70,000.00	\$ .00
	OP-2009-09-04-06	Mat-Su Child Passenger Safety Program	\$ .00	\$ .00	\$ .00	\$32,460.00	\$32,460.00	\$ .00

State: Alaska  
 U.S. Department of Transportation National Highway Traffic Safety Administration  
**Highway Safety Plan Cost Summary**  
 2009-HSP-1

Page: 2  
 Report Date: 08/28/2008

http://www.nhtsa.dot.gov/gts/gtsnew/reports/new\_report1.asp?n 2&transid=30591

28/2008

Highway Safety Plan Cost Summary

Page 2 of 5

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr./ (Decr.)	Current Balance	Share to Local
	OP-2009-09-04-07	SEARHC Kids on the Move	\$0.00	\$0.00	\$0.00	\$63,500.00	\$63,500.00	\$0.00
	OP-2009-09-04-08	Fairbanks Volunteers in Policing	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00
	OP-2009-09-04-09	Lifesavers Conference	\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00	\$0.00
	<b>Occupant Protection Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$548,960.00</b>	<b>\$548,960.00</b>	<b>\$0.00</b>
	<b>Pedestrian/Bicycle Safety</b>							
	PS-2009-09-05-01	Pedestrian & Bicycle Mini Grants	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$0.00
	<b>Pedestrian/Bicycle Safety Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$2,000.00</b>	<b>\$2,000.00</b>	<b>\$0.00</b>
	<b>Police Traffic Services</b>							
	PT-2009-09-06-01	Local Law Enforcement Grants	\$0.00	\$0.00	\$0.00	\$200,000.00	\$200,000.00	\$0.00
	PT-2009-09-06-02	Anchorage PD Traffic Equipment	\$0.00	\$0.00	\$0.00	\$55,205.00	\$55,205.00	\$0.00
	PT-2009-09-06-03	ASTEP Seat Belt CIOT Enforcement	\$0.00	\$0.00	\$0.00	\$250,000.00	\$250,000.00	\$0.00
	<b>Police Traffic Services Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$505,205.00</b>	<b>\$505,205.00</b>	<b>\$0.00</b>
	<b>Traffic Records</b>							
	TR-2009-09-07-01	Traffic Records Travel	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$0.00
	TR-2009-09-07-02	TraCS License Fee	\$0.00	\$0.00	\$0.00	\$26,000.00	\$26,000.00	\$0.00
	<b>Traffic Records Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$36,000.00</b>	<b>\$36,000.00</b>	<b>\$0.00</b>
	<b>Safe Communities</b>							
	SA-2009-09-17-01	Alaska Moose Federation	\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
	<b>Safe Communities Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$100,000.00</b>	<b>\$100,000.00</b>	<b>\$0.00</b>
	<b>Traffic Courts</b>							
	TC-2009-09-21-01	"Offenders Without Licenses" (OWL) Coord	\$0.00	\$0.00	\$0.00	\$80,000.00	\$80,000.00	\$0.00
	<b>Traffic Courts Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$80,000.00</b>	<b>\$80,000.00</b>	<b>\$0.00</b>
	<b>Paid Advertising</b>							
	PM-2009-09-25-01	AST CIOT Media	\$0.00	\$0.00	\$0.00	\$180,000.00	\$180,000.00	\$0.00

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-2&transid=30591

28/2008

State: Alaska  
 U.S. Department of Transportation National Highway Traffic Safety Administration  
**Highway Safety Plan Cost Summary**  
 2009-HSP-1  
 For Approval

Page: 3  
 Report Date: 08/28/2008

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
Paid Advertising Total								
Youth Alcohol								
	YA-2009-09-28-01	Alaska School Activities Association	\$ .00	\$ .00	\$ .00	\$180,000.00	\$180,000.00	\$ .00
	Youth Alcohol Total		\$ .00	\$ .00	\$ .00	\$50,000.00	\$50,000.00	\$ .00
	NHTSA 402 Total		\$ .00	\$73,000.00	\$ .00	\$2,024,279.00	\$2,024,279.00	\$ .00
405 OP SAFETEA-LU								
	K2-2009-09-01-01	ASTER Seat Belt (CIOT) Enforcement	\$ .00	\$ .00	\$ .00	\$150,000.00	\$150,000.00	\$ .00
	405 Occupant Protection Total		\$ .00	\$ .00	\$ .00	\$150,000.00	\$150,000.00	\$ .00
	405 Paid Media		\$ .00	\$ .00	\$ .00	\$129,690.00	\$129,690.00	\$ .00
	K2PM-2009-09-02-01	AST VIS & CIOT Media	\$ .00	\$ .00	\$ .00	\$129,690.00	\$129,690.00	\$ .00
	405 Paid Media Total		\$ .00	\$ .00	\$ .00	\$129,690.00	\$129,690.00	\$ .00
	405 OP SAFETEA-LU Total		\$ .00	\$ .00	\$ .00	\$279,690.00	\$279,690.00	\$ .00
408 Data Program SAFETEA-LU								
	K9-2009-09-00-00	Statewide Services	\$ .00	\$ .00	\$ .00	\$50,000.00	\$50,000.00	\$ .00
	K9-2009-09-00-01	H&SS AK Crash Outcomes Pilot	\$ .00	\$ .00	\$ .00	\$99,700.00	\$99,700.00	\$ .00
	K9-2009-09-00-02	12-200 Electronic Crash Data Entry Proto	\$ .00	\$ .00	\$ .00	\$113,400.00	\$113,400.00	\$ .00
	K9-2009-09-00-03	12-200 Crash Form Training Project	\$ .00	\$ .00	\$ .00	\$103,400.00	\$103,400.00	\$ .00
	K9-2009-09-00-04	Traffic Records System Single Portal Pil	\$ .00	\$ .00	\$ .00	\$58,000.00	\$58,000.00	\$ .00
	K9-2009-09-00-05	Knik-Goose Bay Road Speed Information Sy	\$ .00	\$ .00	\$ .00	\$40,000.00	\$40,000.00	\$ .00
	K9-2009-09-00-06	DMSCVE Commercial Vehicle Analysis Repor	\$ .00	\$ .00	\$ .00	\$75,000.00	\$75,000.00	\$ .00
	408 Data Program Incentive Total		\$ .00	\$ .00	\$ .00	\$539,500.00	\$539,500.00	\$ .00
	408 Data Program SAFETEA-LU Total		\$ .00	\$ .00	\$ .00	\$539,500.00	\$539,500.00	\$ .00
410 Alcohol SAFETEA-LU								
	K8-2009-09-00-01	Statewide Services	\$ .00	\$ .00	\$ .00	\$5,000.00	\$5,000.00	\$ .00

State: Alaska  
 U.S. Department of Transportation National Highway Traffic Safety Administration  
**Highway Safety Plan Cost Summary**

Page: 4

Highway Safety Plan Cost Summary

2009-HSP-1  
For Approval

Report Date: 08/28/2008

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	K8-2009-09-00-02	Crime Lab Toxicology	\$ 00	\$ 00	\$ 00	\$141,000.00	\$141,000.00	\$ 00
	K8-2009-09-00-03	Crime Lab Travel	\$ 00	\$ 00	\$ 00	\$15,000.00	\$15,000.00	\$ 00
	K8-2009-09-00-04	LEL	\$ 00	\$ 00	\$ 00	\$100,000.00	\$100,000.00	\$ 00
	K8-2009-09-00-05	AST Bureau of Highway Patrol	\$ 00	\$ 00	\$ 00	\$420,000.00	\$420,000.00	\$ 00
	K8-2009-09-00-06	TSRP	\$ 00	\$ 00	\$ 00	\$131,700.00	\$131,700.00	\$ 00
<b>410 Alcohol SAFETEA-LU Total</b>			<b>\$ 00</b>	<b>\$ 00</b>	<b>\$ 00</b>	<b>\$812,700.00</b>	<b>\$812,700.00</b>	<b>\$ 00</b>
<b>410 Alcohol Planning and Administration</b>								
	K8PA-2009-09-01-00	Planning and Administration	\$ 00	\$44,000.00	\$ 00	\$150,000.00	\$150,000.00	\$ 00
<b>410 Alcohol Planning and Administration Total</b>			<b>\$ 00</b>	<b>\$44,000.00</b>	<b>\$ 00</b>	<b>\$150,000.00</b>	<b>\$150,000.00</b>	<b>\$ 00</b>
<b>410 Alcohol SAFETEA-LU Total</b>			<b>\$ 00</b>	<b>\$44,000.00</b>	<b>\$ 00</b>	<b>\$962,700.00</b>	<b>\$962,700.00</b>	<b>\$ 00</b>
<b>2010 Motorcycle Safety</b>								
	K6-2009-09-00-01	Statewide Services	\$ 00	\$ 00	\$ 00	\$100,000.00	\$100,000.00	\$ 00
	K6-2009-09-00-02	Juneau ASATE	\$ 00	\$ 00	\$ 00	\$11,760.00	\$11,760.00	\$ 00
<b>2010 Motorcycle Safety Incentive Total</b>			<b>\$ 00</b>	<b>\$ 00</b>	<b>\$ 00</b>	<b>\$111,760.00</b>	<b>\$111,760.00</b>	<b>\$ 00</b>
<b>2010 Motorcycle Safety Total</b>			<b>\$ 00</b>	<b>\$ 00</b>	<b>\$ 00</b>	<b>\$111,760.00</b>	<b>\$111,760.00</b>	<b>\$ 00</b>
<b>1906 Prohibit Racial Profiling</b>								
	K10-2009-09-00-00	Statewide Services	\$ 00	\$ 00	\$ 00	\$38,352.00	\$38,352.00	\$ 00
	K10-2009-09-00-01	AST Bureau of Highway Patrol	\$ 00	\$ 00	\$ 00	\$500,000.00	\$500,000.00	\$ 00
<b>1906 Prohibit Racial Profiling Total</b>			<b>\$ 00</b>	<b>\$ 00</b>	<b>\$ 00</b>	<b>\$538,352.00</b>	<b>\$538,352.00</b>	<b>\$ 00</b>
<b>154 Transfer Funds</b>								
	154PA-2009-09-00-00	Planning and Administration	\$ 00	\$ 00	\$ 00	\$750,000.00	\$750,000.00	\$ 00
<b>154 Planning and Administration Total</b>			<b>\$ 00</b>	<b>\$ 00</b>	<b>\$ 00</b>	<b>\$750,000.00</b>	<b>\$750,000.00</b>	<b>\$ 00</b>
<b>154 Alcohol</b>								
	154AL-2009-09-01-00	Statewide Services	\$ 00	\$ 00	\$ 00	\$100,000.00	\$100,000.00	\$ 00

U.S. Department of Transportation National Highway Traffic Safety Administration

Highway Safety Plan Cost Summary

2009-HSP-1  
For Approval

State: Alaska

Report Date: 08/28/2008

Highway Safety Plan Cost Summary

Page 5 of 5

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	154AL-2009-09-01-01	ASTEP DUI Enforcement	\$ .00	\$ .00	\$ .00	\$550,000.00	\$550,000.00	\$ .00
	154AL-2009-09-01-02	Alaska Court System - DUI Court	\$ .00	\$ .00	\$ .00	\$851,130.00	\$851,130.00	\$ .00
	154AL-2009-09-01-03	Fairbanks PD - Equipment	\$ .00	\$ .00	\$ .00	\$85,480.00	\$85,480.00	\$ .00
	154AL-2009-09-01-04	Fairbanks PD DUI/Traffic Enforcement Unit	\$ .00	\$ .00	\$ .00	\$772,680.00	\$772,680.00	\$ .00
	154AL-2009-09-01-05	Dept. of H&SS <i>ASAP</i>	\$ .00	\$ .00	\$ .00	\$400,000.00	\$400,000.00	\$ .00
	154AL-2009-09-01-06	AST Bureau of Highway Patrol	\$ .00	\$ .00	\$ .00	\$2,000,000.00	\$2,000,000.00	\$ .00
	<b>154 Alcohol Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$4,759,290.00</b>	<b>\$4,759,290.00</b>	<b>\$ .00</b>
	<b>154 Paid Media</b>							
	154PM-2009-09-02-00	AST VIS & DUI Media	\$ .00	\$ .00	\$ .00	\$554,458.00	\$554,458.00	\$ .00
	154PM-2009-09-02-01	AIPC Safe Families	\$ .00	\$ .00	\$ .00	\$238,000.00	\$238,000.00	\$ .00
	<b>154 Paid Media Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$792,458.00</b>	<b>\$792,458.00</b>	<b>\$ .00</b>
	<b>154 Hazard Elimination</b>							
	154HE-2009-09-03-01	154 Hazard Elimination Funds	\$ .00	\$ .00	\$ .00	\$11,000,000.00	\$11,000,000.00	\$ .00
	<b>154 Hazard Elimination Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$11,000,000.00</b>	<b>\$11,000,000.00</b>	<b>\$ .00</b>
	<b>154 Transfer Funds Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$17,301,748.00</b>	<b>\$17,301,748.00</b>	<b>\$ .00</b>
	<b>164 Transfer Funds</b>							
	164HE-2009-09-00-01	164 Hazard Elimination Funds	\$ .00	\$ .00	\$ .00	\$20,000,000.00	\$20,000,000.00	\$ .00
	<b>164 Hazard Elimination Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$20,000,000.00</b>	<b>\$20,000,000.00</b>	<b>\$ .00</b>
	<b>164 Transfer Funds Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$20,000,000.00</b>	<b>\$20,000,000.00</b>	<b>\$ .00</b>
	<b>NHTSA Total</b>		<b>\$ .00</b>	<b>\$117,000.00</b>	<b>\$ .00</b>	<b>\$41,758,029.00</b>	<b>\$41,758,029.00</b>	<b>\$ .00</b>
	<b>Total</b>		<b>\$ .00</b>	<b>\$117,000.00</b>	<b>\$ .00</b>	<b>\$41,758,029.00</b>	<b>\$41,758,029.00</b>	<b>\$ .00</b>